
2003 Waste Tire Management Program Report

**Prepared by:
Indiana Department of Environmental Management
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Executive Summary

Introduction

In 1991, as directed by the state legislature, the Indiana Department of Environmental Management established a Waste Tire Task Force to address the problem of increased illegal scrap tire stockpiles. Issues identified included the need to better manage used tires through regulations, proactive outreach to waste tire businesses, and developing markets for scrap tire reuse. The Task Force's report was submitted to the Indiana General Assembly and the governor. The members' recommendations led to the creation of the Waste Tire Management Program.

To support the program, a Waste Tire Management Fund was created from a tire fee charged by retailers on the sale of new tires and new vehicles. The fee was split between IDEM (for remediation and removal of improperly disposed of tires) and the Indiana Department of Commerce (for the development of loans and grants).

Since the creation of the program, Indiana has been successful in remediating many scrap tire dumps and abandoned tire piles and granting monies for market research. However, with the number of waste tire material generated annually, these current efforts may not be enough.

IDEM's 2003 Waste Tire Management Program Report examines in detail how the Waste Tire Management Program has evolved, including state funding mechanisms, state programs involved, and the future challenges Indiana faces with scrap tires.

Report Highlights

More than 280 million scrap tires are generated in the United States each year, with approximately 6 million generated in Indiana. IDEM estimates that another 6.5 million additional scrap tires are stockpiled at processing facilities. Scrap tire stockpiles present hazards to human health and the environment, including posing threat of fires and providing mosquito breeding grounds through accumulating stagnant water.

IDEM has the responsibility of regulating waste tires. Through the framework of the Waste Tire Management Program, the department oversees waste tire compliance issues for businesses, cleanups of existing stock piles, and prevention of further illegal dumping.

Through state rules and statutes, IDEM set forth a regulatory structure for waste tire haulers, storage facilities, and processing facilities. These businesses must register with IDEM and keep track of tires as they move from generator to final end use. Storage accumulations are set with IDEM and the Indiana State Fire Marshall to prevent large accumulations of waste tires.

During the last five years, IDEM cleaned up more than 5 million illegally disposed of tires and prioritized 29 tire dumps for remediation. IDEM used the Waste Tire

Management Fund for the bulk of these cleanup efforts, including 3,785,520 passenger tire equivalents at the G&M site in the city of Atwood, Kosciusko County.

The Indiana Department of Commerce offers grants and loans to stimulate market interest, allotting monies for machinery, research and beneficial reuse initiatives regarding waste tires. IDEM also provides outreach in conjunction with IDOC on scrap tire market development. As part of this effort, IDEM and IDOC recently offered scrap tire grants. In general, the majority of Indiana scrap tires are collected for processing, and less than 25 percent of these tires are reused.

Next Steps

Since 1992, there have been significant improvements to Indiana's management of waste tires. Indiana also has been successful in remediating many scrap tire dumps and abandoned scrap tire piles. IDEM continues to evaluate existing approaches, legal authorities, and compliance and outreach efforts to properly manage waste tires. IDEM's current efforts to ensure compliance at waste tire processing facilities may make a significant difference in waste tire management and will be evaluated after this coming year. Right now, Indiana does not have enough recycling or reuse markets and there are significant concerns with growing volumes of waste tires and shredded tires. Increased funding for cleanups and market development may be needed, as well as revisions to current state statutes and rules. Additionally, IDEM may need to increase outreach efforts to educate retailers and waste tire businesses of mandated compliance requirements to prevent additional stockpiling. Lastly, IDEM will work more closely with other state agencies in a coordinated effort to increase information about problems with scrap tires and the availability of grants and loans for viable reuse and recycling.

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I. Overview

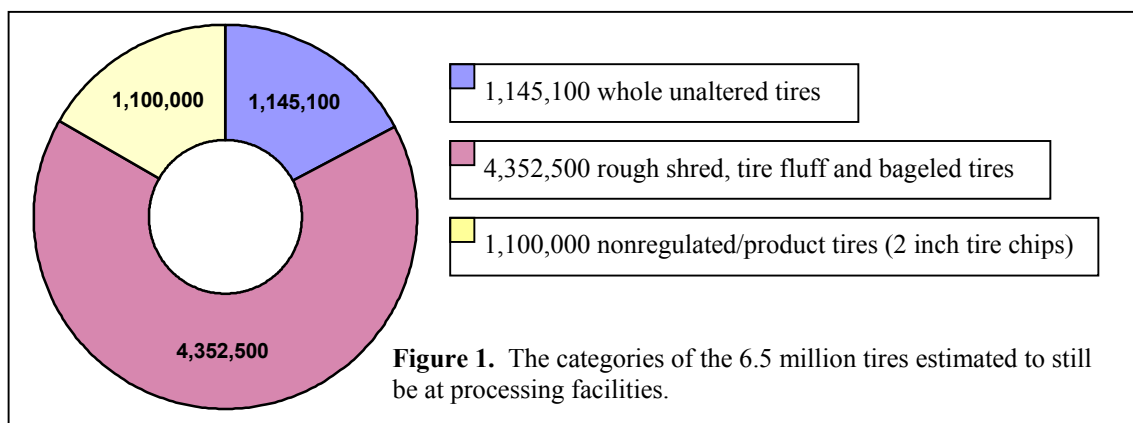
In order to address the problem of stockpiled scrap tires and continued scrap tire generation, the Indiana Department of Environmental Management established the Waste Tire Task Force in 1991, as directed by the Indiana General Assembly. At that time, the task force estimated the number of scrap tires being generated in Indiana each year at between 4 million and 5 million. In addition, there were an estimated 10 million to 12 million tires contained in stockpiles and other open dumps in Indiana.

The task force identified many issues regarding waste tire management, including how to decrease illegal stockpiling and dumping of tires, how to remediate these tires if improperly disposed of, and how to educate the public and retailers about better management of used tires. One major result was the creation of the Waste Tire Management Program.

This report will focus on the status of the Waste Tire Management Program, the Waste Tire Management Fund, programs which the fund supports, IDEM's regulatory management of waste tires, compliance issues for businesses, and further challenges which the state of Indiana faces regarding waste tires.

Why Waste Tires are a Problem

Currently, more than 280 million scrap tires – about one scrap tire per person – are generated in the United States each year.¹ That means approximately 6 million scrap tires per year are generated in Indiana.² Although approximately 5 million tires from Indiana's scrap tire stockpiles have been cleaned up, IDEM estimates through routine compliance surveys that 5 million to 7 million additional tires remain in illegal disposal in Indiana. More than 6.5 million additional scrap tires are estimated to be stockpiled at registered processing facilities throughout Indiana, awaiting an end use or disposal (see Figure 1.)



¹ Source: Rubber Manufacturers Association Web site: www.rma.org/scrap_tires/scrap_tire_markets/facts_and_figures/.

² Source: Indiana Department of Commerce Web site: www.IN.gov/doc/compare/population.html.

Scrap tire stockpiles present hazards to human health and the environment. Tires stored in the open quickly accumulate rainwater, providing stagnant water for mosquito breeding. The water in one scrap tire can accommodate thousands of mosquito larvae. Mosquitoes can transmit a number of diseases to humans, including the West Nile Virus. Other pests such as rats are attracted to tire piles by the water and shelter they provide.

Tire stockpiles also pose the threat of fires which are extremely difficult to extinguish and produce large amounts of pollution. The U.S. Environmental Protection Agency's 1997 report, "Air Emissions from Scrap Tire Combustion," states that emissions from an open tire fire contain pollutants that can cause significant short-term and long-term health effects in firefighters and nearby residents. According to U.S. EPA, open tire fires emit "criteria" pollutants, including particulates, carbon monoxide, sulfur oxides, oxides of nitrogen, and volatile organic compounds; hazardous air pollutants, including dioxins, furans, hydrogen chloride, benzene, polychlorinated biphenyls, and polynuclear aromatic hydrocarbons; and metals, including arsenic, cadmium, lead, zinc, mercury, chromium, and vanadium. Health effects from exposure to these pollutants could include eye, skin, and mucous membrane irritation; respiratory effects; central nervous system effects; and cancer. Crude oil is also produced from burning tires, and it can contaminate ground and surface waters.

Current Indiana Legislation Addressing Waste Tires

Indiana Code 13-20-13 and waste tire management rule 329 IAC 15 set forth regulations for the collection, storage, transportation, processing, and disposal of waste tires in Indiana. IDEM issues registrations for waste tire haulers, storage facilities and processing facilities. Whole waste tires are prohibited from landfills, although shredded or ground tires may be used as daily cover. Those tires shredded or grounded and used as a cover for landfills are exempted from state solid waste management fees and solid waste management district final disposal fees, pursuant to IC 13-20-22-1 and IC 13-21-13-1, respectively, although individual landfills charge a disposal fee. Tires must be stored and processed in a way that does not endanger human health or the environment. Collected tires must be drained immediately and stored in a way that prevents the accumulation of water in them. IDEM is authorized by 329 IAC 15-1-2 to enforce the waste tire management rule, and by IC 13-20-14-7 to enforce scrap tire removal and remediation.

The next two sections of the waste tire report are dedicated to the statutory progression of laws regarding waste tire management, including the establishment of the Waste Tire Management Program, the Waste Tire Management Fund, and the Waste Tire Management Fee.

II. Statutory History

To address the need for better waste tire management in the state, the Indiana legislature enacted the Waste Tire Management Fund, maintained through a tire fee. The following is a brief time line of the history of the fund. A more detailed narrative of amendments to the tire fund is located in Appendix 1.

1990	<ul style="list-style-type: none">*Chapter on waste tires added to Indiana Code.*Waste Tire Management Fund established.
1991	Two sources of income added to WTMF: \$25 transporter registration fee; \$100 tire cutting facility permit fee.
1992	<ul style="list-style-type: none">*Technical corrections made.*Permit changed to registration for tire storage.
1993	<ul style="list-style-type: none">*More changes to Fund money sources: 25 cents added to each new tire sale; 50-50% split between IDEM and IDOC.*Whole waste tires banned from landfills.
1994	Distribution of fund changes: 35% to IDEM for remediation and education; 65% to IDOC for waste tire management program development, grants and loans.
1995	Costs and damages from waste tire cleanup projects may be used by IDEM for remediation.
1996	Recodifications.
1997	<ul style="list-style-type: none">*No significant changes to fees.*Whole tires banned from landfills.
1998	<ul style="list-style-type: none">*Indoor waste tire storage sites and processing operations required to pay registration fee.*Alternate Daily Cover exempted from solid waste fees.
1999	Technical corrections made. IDEM to receive 100% of funding from WTMF.
2000-2003	No amendments made.

III. Waste Tire Management Fund

In 1991, IDEM established the Waste Tire Task Force to address the problem of stockpiled scrap tires and scrap tire operations, as directed by the Indiana General Assembly. The purpose of the WTTF was to develop a plan for scrap tire management and market development, and to submit that plan to the governor and legislature. The task force's final report contained recommendations for the creation of a waste tire management program. (Results of this report may be viewed in Appendix 2.)

Subsequently, the Waste Tire Management Fund was established by IC 13-20-13-8 to support the program. Funding comes from a 25 cents per tire fee charged on the sale of new tires and new vehicles (IC 13-20-13-7). The fee is collected by the retailer and is remitted to the state. The Waste Tire Management Fund can be used for the remediation and removal of improperly disposed waste tires and for grants for waste tire market development activities. Historically, the funding was split between IDEM (for removal and remediation projects) and the Indiana Department of Commerce (for market development loans and grants.) *(Note: In 1999, a technical correction to statutes stipulated that 100 percent of the monies would go to IDEM for cleanups, waste reduction and recycling. In fiscal year 2002, the State Board of Finance transferred \$3.5 million [27 percent] from the balance of the WTMF to the State General Fund.)*³

Current Provisions of the Waste Tire Management Fund

Before 1999, under IC 13-20-8, the Waste Tire Management Fund was established for the following purposes:

35 percent of the money deposited in the fund assists IDEM in:	65 percent of the money deposited in the fund assists IDOC in:
<ul style="list-style-type: none">• removal and disposal of waste tires;	<ul style="list-style-type: none">• providing grants and loans; and
<ul style="list-style-type: none">• operating the waste tire education program; and	<ul style="list-style-type: none">• paying the expenses of administering the grant and loan programs.
<ul style="list-style-type: none">• paying the expenses of administering the education programs.	

In addition, under IC 13-20-13-9, the fund was utilized for:

IDEM—providing funds for:	IDOC—providing grants and loans for:
<ul style="list-style-type: none">• managing waste tires;	<ul style="list-style-type: none">• establishing or operating programs for recycling or reuse of waste tires;
<ul style="list-style-type: none">• performing surveillance and enforcement activities used to implement proper waste tire	<ul style="list-style-type: none">• establishing or operating programs using waste tires as a source of fuel; and

³ In Fiscal Year 2002, the Indiana State Board of Finance authorized the transfer of \$3.5 million from the Waste Tire Fund to the State General Fund. In Fiscal Year 2002, \$3,397,000 was transferred, and the remaining \$103,000 was transferred in 2003.

management; and	
<ul style="list-style-type: none"> conducting the waste tire education program. 	<ul style="list-style-type: none"> developing markets for waste tires and products containing recycled or reused waste tires.

Sources of money for the Waste Tire Management Fund are:

- A \$500 waste tire storage site registration fee, a \$200 processing site registration fee, and a \$25 waste tire transporter registration fee.
- A 25 cent new tire fee. (Since 1999, all money deposited in the fund from this fee may be used by IDEM for waste reduction, recycling, removal or remediation projects.)
- Costs and damages recovered. All money deposited in the fund from cost recovery may be used by IDEM for removal and remediation projects.
- Fees established by the general assembly.
- Appropriations made by the general assembly.
- Gifts and donations intended for deposit in the fund. (A gift or donation deposited in the fund under this subdivision would have been specified to be entirely for the use of IDEM or IDOC before 1999.)
- Civil penalties collected under IC 13-30-4. All money deposited in the fund from civil penalties may be used by IDEM for waste tire removal and remediation projects.

The Roles of the Indiana Departments of Commerce and Environmental Management

IDOC

The Indiana Department of Commerce – Energy and Recycling Office’s Recycling Market Development Program works with Indiana companies to reduce disposal of non-hazardous waste and increase the use of and demand for recyclable materials, offering loans and grants for equipment, research and marketing. A grant is also available to local government entities for the purchase of recycled-content products. IDOC also offers technical assistance related to recycling market development, including a database of markets for recyclables and a list of Indiana recycled-content product vendors. Visit www.CommerceRecycles.IN.gov for more information.

The Indiana Recycling and Energy Development Board makes funding approval for loans and grants quarterly as established by IC 4-23-5.5-14. An internal review team evaluates the projects. Projects awarded funding are monitored through site visits and progress reports.

Until 1999, IDOC was entitled to 65 percent of the Waste Tire Management Fund according to statute. Using these funds, IDOC operated several grant programs to promote market development for recycled scrap tires. These programs were phased out by 2002, after the legislature clarified that all WTMF monies should be used by IDEM for tire cleanup and recycling projects. IDOC can fund scrap tire recycling market development projects through its Recycling Promotion and Assistance Fund loan and grant programs,

but these programs are not limited to tire recycling projects. This fund does not receive revenue from the WTMF.

IDEM

Two divisions within IDEM administer programs with monies from the WTMF: the Office of Land Quality (OLQ) and the Office of Pollution Prevention and Technical Assistance (OPPTA).

OLQ

The Office of Land Quality uses the WTMF to remediate waste tire sites. OLQ maintains master agreements with contractors who provide general waste tire cleanup. When a large site is uncovered, contractors with a master agreement may bid for the cleanup of the site. The contractor with the winning bid is given a specific contract for cleanup of the specific site. IDEM, through inspection and receipt of complaints, identifies known waste tire cleanup sites. In some cases, waste tires and hazardous waste may both be involved. In these cases, the site cleanup may draw from several different funds with the cost for each type of waste cleanup apportioned among the funds. IDEM has approved shredded tires as alternative daily cover for landfills. Although this is not considered reuse of the materials, according to IDEM, the regulation provides an outlet for safe, inexpensive tire cleanup.

OPPTA

OPPTA has only recently become involved with providing grants through the WTMF since IDEM, IDOC, and the Indiana State Budget Agency have agreed that IDEM should administer all funds in the WTMF. As a result, OPPTA funded the first round of Scrap Tire Grants in 2003. The new Scrap Tire Grants were available in four categories:

- Recycled Product Procurement;
- Civil Engineering Field Reuse;
- Recreational Field Reuse; and
- Research and Development.

The grants were available to businesses, schools, local units, and nonprofits, and grant funds could be used to reimburse 50 percent of approved invoiced expenses. Five grants totaling \$90,000 were awarded for recreational field projects.

Status of the Fund

The goal of the Waste Tire Management Fund is to provide for tire cleanup and to stimulate reuse of tires. Figure 2 below (regarding revenue and expenditure data taken from the Indiana State Auditor's account) shows that from fiscal year 1996 to fiscal year 2001, an average of 11 percent of the revenues received was awarded as grants and 29 percent was used for cleanup projects.

Figure 2. Revenues and Expenditures of the WTMF

Fiscal Year	Fee Revenue	IDOC (Grants)	IDEM (Cleanups)	(Grants)
1994	\$869,249	0	0	0
1995	1,304,130	0	0	0
1996	1,266,661	\$100,000	\$600,303	0
1997	1,333,185	108,686	75,995	0
1998	1,253,621	233,722	140,664	0
1999	1,963,766	278,851	156,536	0
2000	3,203,568	110,442	1,195,485	0
2001	911,779	96,266	580,494	0
2002	613,831	0	1,424,056	\$90,000
Totals	\$12,719,790	\$927,967	\$4,173,533	\$90,000

(Note: Variations in Waste Tire Management Fee revenue have been attributed to taxpayer errors on the tax form. The Indiana Department of Revenue reports changing the form in an attempt to improve reporting.)⁴

Costs of IDEM cleanups for specific tire sites from the WTMF are shown in Figure 3:

Figure 3. Tire Fund Cleanup Costs per Site Since 1999

Year(s)	Site	City	County	Tons	Passenger Tire Equivalents	Estimated Cost/PTE	Total Cost
1999	Crites Tire Site	Freedom	Owen	263	21,040	\$ 2.00	\$42,054
1999	Riverside Tire Site	Brooklyn	Morgan	141	11,280	\$1.75	\$19,725
1999	Spencer Tire Site	Scottsburg	Scott	600	48,000	\$1.63	\$78,048
2000	Smith Tire Site	Roachdale	Putnam	1,025	82,000	\$1.25	\$102,437
2000	McVey Site	Terre Haute	Vigo	983	78,640	\$1.87	\$147,437
2000	Wullenwebber Site	Guilford	Dearborn	7,568	605,440	\$1.43	\$862,764
2000	Faye Harvey Tire Site	Michigan City	LaPorte	144	11,520	\$1.05	\$12,050
2000	Patrick Clark Tire Site	Etna	Kosciusko /Whitley	861	68,880	\$1.15	\$79,471
2000	Mifco	Portland	Jay	660	52,800	\$1.17	\$61,799
2000	Bunker Hill	Bunker Hill	Miami	455	36,400	\$.90	\$32,748
2000	House's Junkyard	Gary	Lake	269	21,520	\$2.44	\$52,500
2000	Osborne Tire Site	Loogootee	Daviess	1,614	129,120	\$.83	\$106,908
2000	Wolf Industries Site	Brazil	Clay	276	22,080	\$1.18	\$26,087
2000-2003	G & M Tire Site	Atwood	Kosciusko	47,319	3,785,520	\$.94	\$3,548,906
2001	Toni Taylor Tire Site	Springville	Monroe	243	19,440	\$1.16	\$22,582
2002	Chicken Coop	Warsaw	Kosciusko	715	57,200	\$.59	\$33,585

⁴ Source: Indiana Legislative Services Agency's study on Indiana's solid waste management and recycling: www.in.gov/legislative/interim/committee/rcec.html. Monetary figures are based on Indiana Auditor of State records.

	Tire Site						
2002	Schwanke Tire Project	Wheatfield	Jasper	76	6,080	\$.91	\$5,544
2002	Starke County Garage	Knox	Starke	74	5,920	\$1.06	\$6,249
2002	9th Avenue Dump	Gary	Lake	344	27,520	\$1.25	\$34,361
2002	Davenport Dump	Monrovia	Morgan	302	24,160	\$.79	\$19,201
2003	Cheesey Tire Site	Farmersburg	Sullivan	75	6,000	\$2.11	\$12,656
2003	Joe Redd Tire Site	Brownsville	Union	97	7,760	\$2.31	\$17,953
2003	McIntosh	Williamsport	Warren	211	16,880	\$2.87	\$48,523
Totals				64,315	5,145,200	\$32.64	\$5,373,588

The cost per tire range for cleaning up abandoned tire piles is from a high of \$2.87 to a low of 59 cents. The estimated average cost per tire using a passenger tire weighing 25 pounds as one tire unit is \$1.42.

IV. Waste Tire Management Programs

For effective waste tire management, the Waste Tire Task Force recommended a twofold approach toward the problem. One approach included monetary assistance for proactive initiatives to research markets for recycling and reuse of waste tires. The second approach was the overall management of the problem at hand, including allotting monies for the cleanup of improperly disposed of tires. IDOC offers grants and loans for equipment, research and marketing to reduce the number of waste tires in the state, while at the same time increasing demand for tire recycling feasibility. IDEM has recently joined IDOC in awarding grants, but the management of waste tires also includes successful cleanups. This section reviews both marketing and compliance issues.

Grants and Loans

Indiana Department of Commerce Programs

The Indiana Department of Commerce – Energy and Recycling Office’s Recycling Market Development Program can fund scrap tire recycling market development projects through its Recycling Promotion and Assistance Fund grants and loans. While these programs are not limited to tire recycling projects, scrap tires are considered a priority recyclable. Projects involving priority recyclables take precedence when evaluating funding projects. All projects undergo extensive review and must be approved by the Recycling and Energy Development Board. Project managers are required to submit quarterly, annual and final reports and are subject to yearly monitoring visits.

(Note: Other IDOC Energy and Recycling Office programs may be applicable for projects that use scrap tire material as fuel.)

Recycling Market Development Fund Programs:

- Grants:

Three R’s Assessment Grant

These grants assist manufacturing and commercial sectors to hire consultants to investigate ways to reduce their waste streams through source reduction, recycling, reuse and/or use of recycled-content products or feedstocks.

-Eligible Applicants: Manufacturing and commercial businesses.

-Funding Available: Up to \$6,000, not to exceed 50 percent of eligible project costs.

-Example of Three R’s Assessment Grant project: Manufacturing company hires a consultant to assess whether it could use scrap tire material as a feedstock in its process.

Innovations Grant

These grants assist Indiana businesses to undertake research, development, and implementation projects that promote the economical use of secondary recycled materials or provide source reduction in manufacturing processes. Projects must address innovative research and development or demonstration toward near-term commercialization.

Eligible projects include pilot plants, plant demonstrations, or field demonstrations of products in new market application.

-Eligible Applicants: Manufacturing and commercial businesses.

-Funding Available: Up to \$100,000, not to exceed 50 percent of eligible project costs.

-Example of Innovations Grant project: Recycling company, in partnership with other state and local agencies, investigates use of recycled scrap tire chips in septic systems.

Recycled Product Marketing Grant

These grants help Indiana businesses making recycled-content products to more successfully move these products into the marketplace. An eligible project includes development or implementation of a marketing plan. Successful marketing of recycled-content products supports Indiana's recycling manufacturers, thereby strengthening local markets for collected recyclables.

-Eligible Applicants: Small Indiana businesses (less than 100 employees) that manufacture a recycled-content product.

-Funding Available: Up to \$30,000, not to exceed 50 percent of eligible project costs.

-Example of Recycled Product Marketing Grant project: Manufacturer of recycled rubber products from scrap tires receives funding to develop sales Web sites and brochures for these products.

Recycled Product Purchasing Grant

These grants stimulate the markets for recycled-content products by encouraging local government entities to purchase recycled-content products as a trial or demonstration. This funding encourages public education about projects and potential long-term purchasing of recycled-content products.

-Eligible Applicants: Local government entities.

-Funding Available: Up to \$5,000, not to exceed 50 percent of eligible project costs.

-Example of Recycled Product Purchasing Grant project: Local parks department purchases mats made from recycled scrap tire material.

• Loans:

Recycling Promotion and Assistance Fund Loan Program

This program offers zero-percent interest loans for the purchase of equipment to manufacture a recycled-content product or prepare material for use as an industrial feedstock.

-Eligible Applicants: Indiana businesses.

-Funding Available: The maximum loan available per applicant is \$500,000, not to exceed 50 percent of eligible project costs. The loan is paid back over seven years.

-Example of RPAF Loan project: Manufacturing company uses recycled scrap tire material to produce new products for automobile industry.

\$1 Million RPAF Attraction Loan

This program offers zero-percent interest loans for the purchase of equipment to manufacture a recycled-content product or prepare material for use as an industrial feedstock.

-Eligible Applicants: Successful, expanding recycling companies building markets for priority recyclable materials. Priority materials include but are not limited to: plastics, mixed glass, construction and demolition debris, coal combustion materials, tires and foundry sand.

-Funding Available: The maximum loan available per applicant is \$1 million, not to exceed 50 percent of eligible project costs. The loan is paid back over seven years.

-Example of \$1 million RPAF Attraction Loan project: Out-of-state company receives equipment funding to relocate to Indiana its manufacturing operations, which utilize crumb rubber in the manufacturing process. Figure 4 shows the history of the RPAF Tire Projects.

Figure 4. IDOC's RPAF Rubber Recycling Projects from 1993-2002

Fiscal Year	Company	Loan Amount	Materials	Tons Diverted
1993-94	CR3 of Indiana	\$500,000	Tires	17,500
1994-95	Custom Form Manufacturing	\$500,000	Crumb rubber	10,000
1995-96	Envirotech Extrusions	\$479,000	Rubber, plastic	4,000
1996-97	GDC Inc.	\$163,325	Rubber, plastic	1,342
1996-97	Cidone Industries LLC.	\$250,000	Crumb rubber	4,176
2000-01	GE Plastic and Rubber Group	\$323,000	Rubber, plastic	6,500
2000-01	Envirotech Extrusions	\$563,000	Rubber, plastic	2,100
2001-02	GDC Inc.	\$455,833	Rubber, plastic	460
2001-02	Dekalb Molded Plastic	\$475,000	Rubber, plastic	1,225
Totals	10 loans	\$3,709,158		47,303

Indiana Department of Environmental Management Programs

- Grants

Scrap Tire Grants

IDEM's Office of Pollution Prevention and Technical Assistance announced its first round of Scrap Tire Grants in 2002. Copies of the grant announcement, guidelines and application for funding are included as Appendix 3. The grants were available to businesses, schools, not-for-profits, and local units of government to use scrap tires acquired in Indiana for projects in the following categories:

-Recycled Product Procurement involves utilizing a reuse or remanufacture of scrap tires or crumb rubber from scrap tires in highway supplies or consumer products, such as mud flaps and truck bed liners.

-Civil Engineering Field Reuse involves using scrap tires as part of an IDEM-approved civil engineering beneficial reuse project, including roadway or surface lot drainage bases, residential on-site waste water septic field drainage systems, and embankment or bridge abutments.

-Recreational Field Reuse involves using scrap tires as part of an IDEM-approved recreational beneficial reuse project, including sports tracks, hiking/biking trails, and marine or boat docks.

-Research and Development involves exploring the use of scrap tire material in a high-value added product and finding markets for that product.

Grants were offered as a 50 percent reimbursement for project expenses incurred by the grantee. A total of \$90,000 was awarded for this round in 2003 to five grantees to implement six athletic field crumb rubber application projects. (See "OPPTA's Recycled Tire Project.")

Beneficial Reuse

Under 329 IAC 10-3-1(13), solid waste management regulations provide a means for IDEM to allow, by prior written approval, beneficial uses of waste tires.

This approval may be given when an applicant shows that the use of this material provides a

real benefit and is not a means to avoid proper disposal, and does not pose a threat to human health or the environment. Several tire products have been in common use for the

OPPTA's Recycled Tire Project

An innovative improvement project is now underway on Indiana athletic fields. Five Indiana schools, the state of Indiana and the Ford Motor Company have initiated a special project that will enhance the turf. With land for athletic fields at a premium, extending the life of existing surfaces with this initiative is strategic for school districts and park districts in the state.

IDEM recycling staff observed this project first hand at the Main Street Athletic Field in Beech Grove. In areas of the field, stress from intense action in the goal box of a high school soccer field left the ground worn. To fix this problem, crumb rubber was applied with specialized equipment through three to five applications. Benefits of the recycled rubber application includes:

- Creating a cushion between the grass and soil, protecting the crown of the grass;
- Reducing turf wear;
- Lessening soil compaction;
- Improving traction in all weather conditions;
- Enhancing moisture absorption and retention, reducing the amount of watering required;
- Strengthening the root structure; and
- Providing a cushioned surface for the student athlete.

The process is closely monitored for an even application. The operators use markers to ensure a uniform layer of material over the entire field. Two application vehicles are used and one soccer field application can be completed in two to three hours. The velocity at which the equipment disperses the rubber forces it down into the turf.

An eighth to a quarter inch layer of crumb rubber is placed over the entire site, with the contractor incorporating the rubber into the soil. This provides the protection that the grass needs to endure the stress of a sport season. The rubber is most noticeable in areas without vegetation. If the intensive revegetation efforts by the field maintenance crew are successful, the grass will grow through the rubber and benefit from its protective properties.

Five Indiana schools are participating in this pilot project to rubberize their athletic turf:

- 1) Beech Grove High School;
- 2) Ben Davis High School;
- 3) Decatur Central School;
- 4) Lake Central High School; and
- 5) Taylor University.

As this program expands, Indiana scrap tires will be recycled and applied on all types of athletic fields and high traffic grass areas. Recycled crumb rubber use is growing. Other application areas include asphalt, playground materials, animal mats and artificial turf.

last 5 to 10 years and are now accepted as legitimate products processed from waste tires. Such products include crumb rubber, playground cover, and one inch to two inch chips utilized as a fuel in permitted boilers (known as TDF—tired derived fuel). Two inch chips also are being used as a lightweight construction material in roadway sub base layers. By demonstrating these beneficial uses of tire chips and standard-sized shreds, more markets could open in other construction applications.

OPPTA has also offered technical assistance outreach such as the 2001 technical course on civil engineering applications of tire shreds. The six-hour course covered the use of tire shreds as lightweight fill for embankments on weak compressible soils; landslide stabilization and retaining wall backfill; compressible fill for rigid frame and integral abutment bridges; and drainage aggregate for highway applications. IDEM, IDOC, and the Scrap Tire Management Council sponsored the course.

The major problem currently facing IDEM and IDOC is to develop strong markets now. Without a demand there is no end use; demand will only come when the value of the material is demonstrated.

What Other States are Doing

Neighboring states have developed regulations specifying acceptable beneficial reuse projects for tires. For example, the Ohio Environmental Protection Agency lists the following uses and number of tires as acceptable:

- Agricultural and landfill uses to hold down tarps and covers (up to 250 tires);
- Crash barriers around race tracks (up to 1,500 tires); and
- Backstops for rifle ranges (up to 1,500 tires).

Ohio EPA also stipulates that tire shreds and chips may be used in civil engineering projects such as:

- Solid waste landfill leachate collection systems;
- On-site residential septic system leachate fields;
- Drainage around building foundation insulation;
- Covering material for playgrounds; and
- Construction of public roadways.

A complete listing of surrounding state markets for scrap tires follows in Appendix 4.

Cleanups

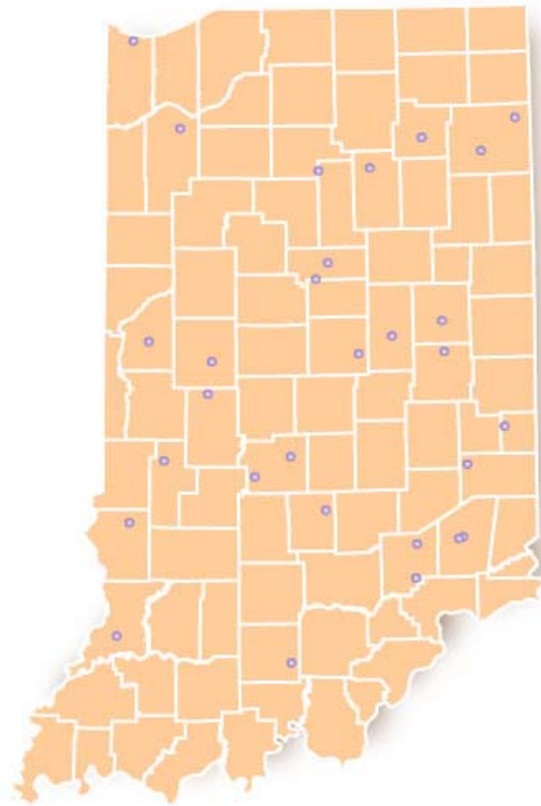
During the last five years, IDEM cleaned up more than 5 million illegally disposed tires. IDEM has identified more than 5 million waste tires remaining in illegal dumps and 6.5 million still waiting to be processed. This number may increase as additional illegal dumps are discovered.

IDEM has created a prioritized list of 29 illegal tire dumps in Indiana to be cleaned up (see Figure 5). The bulk of IDEM's cleanup efforts have been paid from the Waste Tire

Figure 5. Twenty-nine waste tire sites are listed for prioritized cleanup in Indiana.

County	Number of sites
Allen	2
Brown	1
Clay	1
Delaware	1
Fountain	1
Franklin	1
Hamilton	1
Henry	1
Howard	2
Jasper	1
Jennings	2
Knox	1
Lake	1
Madison	1
Miami	1
Montgomery	1
Morgan	2
Orange	1
Putnam	1
Ripley	2
Sullivan	1
Union	1
Wabash	1
Whitley	1

Waste Tire Sites



Fund, which the Indiana legislature created in 1992. The law requires that 25 cents from the sale of every new tire in the state be deposited in the fund. Cleanup of additional sites using the state fund is planned for 2003-04.

Illegal Waste Tire Dump Cleanups

One of the state's largest remaining tire dump cleanups was completed in November 2002. An estimated 47,000 tons of waste tires were removed from the illegal waste tire dump - the former G & M Recycling site located outside of Atwood in Kosciusko County - making the area cleaner and safer for area residents.

After the initial investigation, IDEM issued a letter of warning to the property's owner. When the owner was unable to meet a cleanup schedule as agreed, IDEM assumed responsibility for cleanup under the agency's waste tire cleanup program.

Since January 2000, IDEM has overseen cleanup at the eight-acre site located 2.5 miles west of Atwood on County Road 200 W. Through completion, the equivalent of more than 3.7 million passenger tires were removed from the property. The tires were shredded and used as daily cover at a municipal landfill.

The site posed a significant health and environmental threat to the area and its residents. The tires provided an optimal breeding ground for mosquitoes and a habitat for pests. If the mass of tires had caught on fire, residential wells and ground water would have been threatened by the polluted run-off, and evacuation of homes downwind would have been likely.

Another noteworthy cleanup involved the cooperation of IDEM with the federal government. Work had started in 2001 at the Davenport Dump tire site in Monrovia, Morgan County. Midway through, drums of hazardous materials were discovered buried beneath the tires. Work was stopped and the site was turned over to U.S. EPA. When U.S. EPA completed its investigation and cleanup, IDEM was then able to complete the removal in 2002 and dispose of the remaining tires—about 24,160. Total contractual cost for the cleanup was \$19,201.

Additional site cleanups completed around the state include: Chicken Coop Tire Site in Kosciusko County, Starke County Garage Tire Pile in Starke County, 9th Avenue Dump in Lake County, Schwanke Tire Project in Jasper County, and the Toni Taylor Site in Springville, Morgan County. Overall, an estimated 1,216,000 tires or 15,200 tons of waste tires and shreds were removed in 2002.

IDEM's Tire Cleanups Help Thwart West Nile Virus

This summer, each day seemed to bring new announcements of West Nile virus cases. But through IDEM's illegal waste tire dump cleanups and its waste tire management rule, IDEM has kept the mosquito population down and protected Hoosiers from mosquito-borne illness. State health officials warn that thousands of *Culex* mosquitoes, which carry the West Nile virus, can breed in the stagnant water found in just one tire.

Under the waste tire management rule, waste tire processors must submit a contingency plan to IDEM describing, among other things, the actions the processor will take to prevent mosquito breeding in water that may accumulate in waste tires. Operators are required to drain water from tires on the day they are received and process the tires within seven days to prevent water from collecting. This reduces the threat of mosquitoes spreading disease in the community.

IDEM's work in eliminating waste tires, along with the threat they pose as a mosquito habitat, is just one way the agency continues its commitment to protecting Indiana's environment. The next section deals with IDEM's responsibilities for protecting Indiana citizens and the environment on an everyday basis, regardless of cleanup grants. A goal of the agency is to increase compliance awareness for tire retailers, processors, transporters and storage facility operators. To understand this, Chapter V reviews the regulatory guidelines for handling waste tires.

V. Registration of Waste Tire Transporters, Processors and Storage Sites

General Guidelines

329 IAC 15 provides standards for waste tire transporting, processing (to include cutting, shredding or grinding of waste tires), storage and disposal.

Individuals wishing to conduct business in waste tire management must first obtain a certificate of registration from IDEM's Office of Land Quality for each regulated activity. All registrations are valid for five years. The rule is intended to prevent large accumulations of waste tires and to track the movement of tires from the generator to the final end use or disposal facility.

Restrictions on storage accumulations limit generators, haulers, and processors to less than 1,000 waste tires stored outdoor or 2,000 stored indoor. These numbers are reported by the company in "PTEs" or passenger tire equivalents, which equal 25 pounds per tire. Large truck or tractor tires of 100 pounds are given a value of 4 PTEs each. Operations which find it necessary to maintain more waste tires than these limits are required to obtain a storage site registration.

In addition to following rules from the State Fire Marshall on tire pile size limits and fire prevention measures, processing and storage site managers must identify emergency contacts and procedures in their site contingency plans.

Copies of the registration forms for transporters, processors and storage facilities, as well as annual report and manifest forms may be found in Appendix 5.

Waste Tire Generators

Waste tire generators include car retailers, used car dealers, retreaders and salvage operations. In Indiana, the number of tire retailers is estimated to be 1,000 by the Indiana Tire Dealers and Retreaders Association. Currently, 250 generators are officially registered with the association. The association supports retailers in better management of the state's waste tires.

Although they are not required to register with IDEM, IC 13-20-14, sets certain guidelines for generators. First, they must accept the same number of waste tires replaced by new tires purchased at their establishment by a consumer. Second, a source of waste tires must dispose of these tires at a registered facility authorized to handle the waste tires. Third, anyone who is the source of 12 or more tires per year is required to maintain an annual record of waste tire manifests provided by a registered waste tire transporter. Generators must keep these records on site for one year to show that they are properly managing waste tires through a registered transporter.

Waste Tire Transporters

In order to ensure all waste tires handled are managed properly, 329 IAC 15 was amended in 1999 to include provisions that a waste tire transporter shall maintain financial assurance in the amount of \$10,000. With those rule revisions, the number of tire transporters dropped from 250 recorded in 1999 to 89 recorded in 2003.

The application fee to register a waste tire transporter is \$25. The annual operating fee is also \$25. Forms for financial assurance are available through IDEM's solid waste permitting section, along with a listing of environmental bonding companies and banks that have notified IDEM they provide financial assurance services in a particular area. Also, 329 IAC 15-4-14 requires annual reporting of the number of waste tires handled.

A list of transporters currently registered with IDEM appears in Appendix 5.

Waste Tire Processors

There are 30 waste tire processors currently registered in Indiana. The application fee to register a waste tire processing facility is \$200. There is no annual fee for waste tire processing facilities. 329 IAC 15-3 calls for annual reporting of the number of tires handled, manifest files maintained, and development of a facility contingency plan for dealing with emergencies. This chapter also requires processing operations to drain water from tires on the day they are received and process them within seven days to prevent water collecting and the threat of mosquitoes spreading disease.

For mobile processing operations, a facility plan must include how the same information listed above will be addressed at the base facility and at other locations where tires are staged prior to, during, and after the waste tires are processed.

A facility must identify the person(s) on-site or on call who is responsible to coordinate the emergency actions in the contingency plan. All information in this plan must be maintained current, both at the site and in the record maintained as public information by IDEM.

Manifest records must be completely filled out and copies maintained on file as proof of proper reuse or disposal. They must be available for inspection for at least one year.

Waste Tire Storage Sites

Only two waste tire storage sites are currently registered for the state of Indiana. The application fee to register a waste tire storage facility is \$500. The annual operating fee is also \$500. Storage sites are required to register waste tire storage beyond the outside accumulation of 1,000 or more scrap tires, and must include inside accumulations of 2,000 or more waste tires. Enclosed storage for less than 30 days may be exempt as may storage in an Indiana Department of Transportation-approved fully enclosed trailer licensed to travel on the highway.

A list of processing and storage facilities may be found in Appendix 5.

VI. Regional Markets for Processed Tires

Current Markets for Scrap Tires in Indiana

Landfill Cover and Disposal: The most common end use for scrap tires in Indiana is landfill alternative daily cover. Many more scrap tires are cut into pieces and disposed in Indiana landfills.

Civil Engineering Applications: Civil engineering applications include using tire pieces ranging in size from 2 inches to 12 inches as a construction base for roadways, surface lots, and drainage lines. These applications provide the second largest market for scrap tires in the United States, consuming 14.2 percent of processed scrap tire material. Although it has not been aggressively pursued, this market has the greatest potential for growth in Indiana. Tire chips are beneficial, lightweight fill that can be produced by many of the large tire processors in the state. Civil engineering projects also have the potential to use large numbers of tires. This potential market for scrap tire material exists everywhere road construction or maintenance is being performed, as long as the distance from a tire processing facility is reasonable. Civil engineering applications are already in use in the states surrounding Indiana.

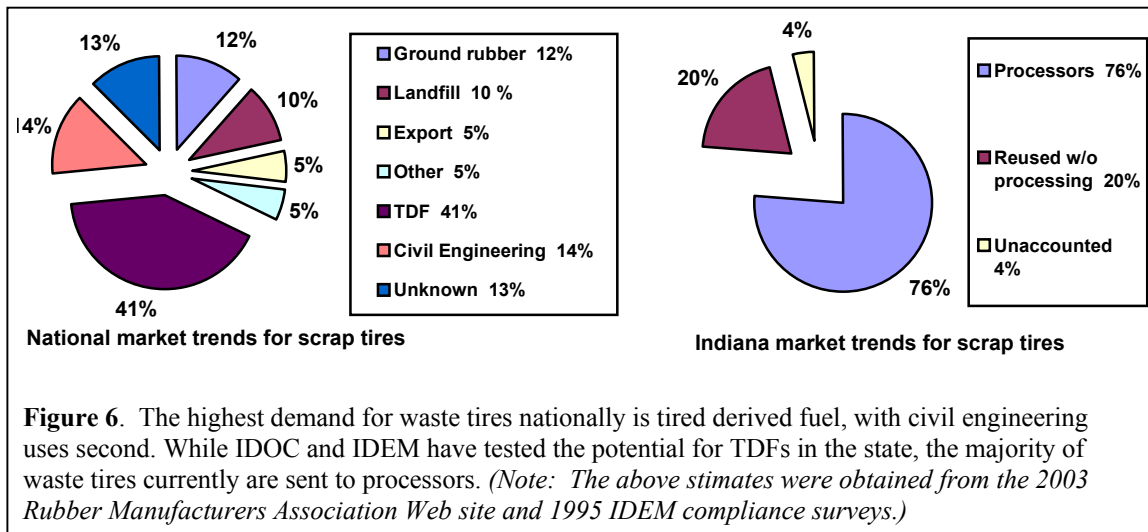
Rubberized Asphalt: The Intermodal Surface Transportation Efficiency Act of 1991 required states to use an increasing percentage of rubberized asphalt in order to receive federal highway funds. However, this portion of ISTEA was repealed in 1995 and further progress has not been made in Indiana.

Tire Derived Fuel (TDF): TDF is a major market in several surrounding states (and the largest national market for scrap tires at 40.9 percent). TDF has been pursued as a scrap tire market in Indiana. Commerce administered the scrap tire grants and funding was available for test burning of TDF. Several test burns have produced encouraging results, but currently projects are not being implemented due to the complexity and costs to the technical modifications of permits.

Ground Rubber: Nationally, ground rubber applications account for 11.7 percent of tires sent to a market annually. Playground and athletic field applications have been the most popular uses of ground rubber from scrap tires. The first round of Scrap Tire Grants issued by OPPTA in 2003 went exclusively to athletic field applications. With the loss of the CR3 tire recycling facility in Muncie, Indiana has no in-state crumb rubber supplier.

Landscaping uses: Landscaping applications for scrap tire material is a small but growing market for Indiana tires. One company in Indiana is producing colored tire mulch and other landscape products.

Figure 6 illustrates the current national and local markets for scrap tires. According to a 1995 survey of waste tire processing facilities, the majority of Indiana scrap tires are collected for processing, and less than 25 percent of these tires are either reused or unaccounted for.



Regional Tire Programs and Markets

Scrap tire programs across the nation vary greatly. Some programs collect a per tire fee as low as 25 cents where others collect a fee as high as \$2.50. In general, 34 states have a per tire fee. Many states differentiate between car tires and truck tires. For example, Arkansas charges \$2 per passenger tire, but \$4 per truck tire. Five states have an alternate tire fee tied in with vehicle registration and or vehicle title, with Iowa and West Virginia charging the highest fees - \$5 for titles. Indiana's neighboring states charge the following: Michigan -- 50 cents per tire on vehicle title; Ohio -- \$1 per tire; Kentucky -- \$1 per tire; Wisconsin -- \$2 vehicle title; and Illinois -- \$2.50 per tire. For a specific breakdown of tire fees and regulations, see Appendix 4.

U.S. EPA

The federal government has information on product stewardship regarding waste tires. In short, they list the latest product development, resources, and international, federal, regional, local and industry initiatives. For more information, visit the U.S. EPA's Web site at: www.epa.gov/epr/products/tindust.html.

New Industry/New Neighbor

Developing new tire recycling plants is expensive and often not welcomed in neighborhoods. For example, in Crown Point, the Lake County Council recently approved a tire recycling plant south of Lowell. Northern Indiana Material Corp. will shred tires and mix them with limestone to provide bases for roads and parking lots. The challenge for the new plant will be to work with the community fire department and IDEM to prove to residents in the area that it can be a "good neighbor" industry. The county mandated that the facility have a dust plan and run operations only from 6 a.m. to 6 p.m. The plant will process up to 30,000 tires a week.

Source: NWITimes.com; 8/13/03.

VII. Challenges for the Future

Since 1992, there have been significant improvements to Indiana's management of waste tires. A regulatory structure through statute and rule has been put in place for the state's waste tire transporters and processors. A 25 cents per new tire purchased fee has generated revenue for waste tire cleanups and market development activities.

Indiana also has been successful in remediating many scrap tire dumps and abandoned scrap tire piles. More than 5.1 million tires were cleaned up from 1999 through 2003. The IDEM estimates that more than 6.5 million scrap tires are currently stockpiled at licensed processing facilities, waiting for an end use. However, that number does not include the 5 million to 7 million tires in scrap tire dumps and abandoned stockpiles that have not yet been remediated.

Indiana does not have enough recycling capacity or reuse markets to address the waste tire materials that are being generated annually. IDEM's recent evaluation of the state's 32 waste tire processors indicates significant concerns with illegal storage of large volumes of waste tires and shredded tires. The agency has begun the necessary steps to address illegally managed waste tire materials at several locations. It is not clear how increased compliance activities at regulated tire processing facilities will ultimately affect the market for waste tires.

Evaluating Statutory and Program Issues

IDEM's goals of increasing markets for waste tires, increasing compliance and enforcement efforts, cleaning up current illegal sites, and providing proactive compliance outreach to the waste tire industry should assist in addressing the problem of waste tires in Indiana. However, these efforts may not be enough and increased funding for market development, compliance activities, and tire cleanups may ultimately be necessary. This coming year, IDEM will continue to evaluate any needed changes of the existing approaches, authorities, and efforts to properly manage waste tires in Indiana.

IDEM has identified a number of issues with respect to statutory authority and management of waste tire programs that should be evaluated during the next year and beyond to determine if changes may be helpful to effectively manage the state's waste tires:

- IC 13-20-13-8 is not clear on how funding from collected waste tire fees should be directed. The program would be more easily implemented if the statute were revised to reflect that 100 percent of the Waste Tire Management Fund is provided to IDEM to remediate and complete cleanups, provide grants and loans, and implement the compliance program. The statute currently contains conflicting language and makes references to 65 percent of the fund being utilized by IDOC, while also stating that IDEM may utilize all monies for waste tire projects.

- The definition of “waste tire” in IC 13-11-2-250 does not adequately reflect the issues that IDEM has identified during compliance inspections at illegal waste tire piles. The statute does not include references to those by-products resulting from the processing of waste tires, such as altered tires or tire shreds.
- Waste tires and their by-products continue to remain a threat to human health and property, if they are improperly stored under cover. The current legal framework neither addresses restrictions of stockpiled waste tires within buildings and/or trailers nor IDEM's ability to address these conditions through the tire processor registration program.
- IC 13-20-13-11(b)(3) has no financial assurance requirements for waste tire processors.
- Through compliance efforts, IDEM has identified waste tire processors that have become a threat to human health and the environment. Currently, the legal framework does not allow IDEM to proactively remediate when these conditions exist, and there are no cost recovery mechanisms for these activities.

Continuing Focus on Waste Tires

- IDOC will continue to work with IDEM and local governments to encourage the purchase of products made from recycled scrap tires as well as the use of scrap tires in civil engineering projects.
- IDEM will continue to work with the Indiana Department of Transportation to promote additional testing for transportation engineering applications and establishment of standards supporting the use of tire materials in local road projects. INDOT also will work on special provisions allowing the use of tire chips in lightweight fill base in embankments.
- IDEM will continue working with the Indiana Department of Health and will work more effectively with county health departments to fight increasing tire piles which are perfect breeding locations for mosquitoes.
- IDEM, ISDH, and IDOC will continue work on pilot projects for engineering application in septic leach fields.
- IDEM will report tire stock piles to the State Fire Marshal’s Office, working with that office on compliance and enforcement issues regarding illegal tire dumps and stock piles.

Working Closely with Business and the Public Sector

- IDOC will continue to work with businesses and IDEM to encourage the development of viable end markets for scrap tires. The state will commit to explore

beneficial reuse opportunities that utilize the maximum amount of Indiana tires. The largest national use for waste tires is tire derived fuel. It is estimated that Indiana cement kilns, for example, could use 1 million to 3 million tires annually.

- IDEM will increase outreach efforts to tire processors, transporters and storage site operators to educate them on compliance issues.
- IDEM will work to create more grants for schools to develop playground, gym floor and athletic field applications.
- IDEM will work to offer universities research grants to develop technical data reports on various engineering applications.

Conclusion

The waste tire management system in Indiana can benefit from broader-based market development, as well as support for cleanups and enforcement authority. Together with other state agencies, lawmakers, industry and the public, the Indiana Department of Environmental Management will work to reduce the number of waste tire dumps and illegal tire stockpiles, making the state a cleaner and healthier place to live.

Appendix 1

Statutory History of the Waste Tire Management Fund

Statutory History of the Waste Tire Management Fund

The following outlines the history of the Waste Management Tire Fund. Statutory provisions are found in IC 13-20-13 and IC 13-20-14. Regulatory provisions are found in 329 IAC 12-5 and 329 IAC 12-6.

1990: (HEA 1391; P.L.19-1990, SECTION 36)

- The chapter on “Waste Tires” is added at IC 13-7-23. Only outdoor waste tire storage sites with 500 or more waste tires are required to hold a permit (issued for 1 year).
- Waste Tire Management Fund is established under IC 13-7-23-11.
- Purpose of fund: assisting IDEM in the removal and disposal of waste tires from sites where the waste tires have been disposed of improperly.
- 100% of money in fund is to be used by IDEM in:
 - removing improperly disposed of waste tires; and
 - managing waste tires.
- Expenses of administering the fund shall be paid from the fund.
- Sources of money for the Waste Tire Management Fund are from the following:
 - application fee for a waste tire storage permit (amount of fee determined by Solid Waste Management Board);
 - fees established by Indiana General Assembly;
 - appropriations made by Indiana General Assembly; and
 - gifts and donations.

1991: (HEA 1056; P.L.236-1991)

- The chapter on “Disposition of Waste Tires” is added at IC 13-7-23.2. [chapter expires January 1, 1994]
- \$25 waste tire transporter annual registration fee is added as a source of funding for the Waste Tire Management Fund.
- \$100 waste tire cutting facility annual permit fee (5-year permit) is deposited into the Waste Tire Management Fund.

1992: (HEA 1047; P.L.88-1992) (SEA 33; P.L.1-1992) (HEA 1133; P.L.2-1992)

- Changes “permit” to a “registration” for waste tire storage. (5-year registration.)
- Technical corrections.

1993: (HEA 1427; P.L. 32-1993) (SEA 485; P.L.8-1993, SECTION 220)

- Adds \$0.25 fee on the sale of each new tire sold at retail.
- Splits money in the Waste Tire Management Fund as follows:
 - 50% to IDEM to assist in the removal and disposal of waste tires from sites where the waste tires have been disposed of improperly; and
 - 50% for the following purposes:
 - 1) assist Department of Commerce in providing grants and loans for programs that recycle or reuse waste tires and products containing recycled or reused waste tires;
 - 2) assist IDEM in operating a waste tire education program; and
 - 3) pay the expenses of administering the grant and loan program and the education program.

- Added to uses of money in the Waste Tire Management Fund:
 - surveillance and enforcement activities
 - education program
 - Commerce grants and loans involving:
 - 1) recycling or reuse of waste tires
 - 2) using waste tires as a source of fuel
 - 3) developing markets for waste tires and products containing recycled or reused waste tires.
- Added as sources of funding for the Waste Tire Management Fund:
 - \$0.25 new tire fee
 - cost recovery for clean-ups
- Whole waste tire ban and solid waste landfills effective July 1, 1995.
- Repeals expiration date of January 1, 1994 for Chapter 23.2 “Disposition of Waste Tires”.

1994: (HEA 1182; P.L.82-1994) (SEA 417; P.L.16-1994)

- Adds the following fees to be deposited into the Environmental Management Permit Operation Fund:
 - \$500 waste tire storage registration application and annual operation fee.
 - \$200 waste tire processing application fee.
 - \$25 waste tire transportation application and annual operation fee.
- Beginning July 1, 2000, the \$25 waste tire transporter annual registration fee shall be deposited in the state general fund and be appropriated to IDEM for removal and disposal of waste tires from sites where the waste tires have been disposed of improperly.
- The responsibility of paying the expenses of operating the waste tire education program and administering the Department of Commerce’s waste tire program is transferred from Commerce to IDEM.
- The distribution of money in the Waste Tire Management Fund is changed from 50% / 50% to 35% to IDEM and 65% to Commerce, so that:
 - 35% of the money in the fund shall be used to assist IDEM:
 - A) in the removal and disposal of waste tires from sites where the waste tires have been disposed of improperly;
 - B) in operating the waste tire education program under section 15 of this chapter; and
 - C) to pay the expenses of administering the waste tire education program and of administering Commerce’s waste tire program.
 - 65% of the money in the fund shall be used to assist Commerce in providing grants and loans to persons involved in waste tire management activities.
- The chapter on “Waste Tires”, IC 13-7-23, the waste tire storage site registration program, waste tire processing facility registration program, waste tire management program, waste tire education program, \$0.25 new tire fee, and Waste Tire Management Fund, expire July 1, 2000.

1995: (SEA 418; P.L.166-1995) (HEA 1396; P.L.164-1995)

- All money in the Waste Tire Management Fund will continue to be distributed 35% to IDEM and 65% to Commerce but now with the following two exceptions:
 - 1) All costs and damages recovered from waste tire cleanup projects may be used solely by IDEM for removal and remediation projects.
 - 2) A gift or donation that is deposited into the Waste Tire Management Fund may be specified to be used entirely by either IDEM or Commerce.
- The repeal in HEA 1396 does not affect the \$0.25 fee or fund.

1996: (SEA 56; P.L.1-1996) (HEA 1401-1996; P.L.123, SECTION 13)

- SEA 56 recodified all of title 13, including the two chapters on waste tires as follows:
 - “Regulation of Waste Tire Storage Sites” from IC 13-7-23 to IC 13-20-13; and
 - “Disposal of Waste Tires” from IC 13-7-23.2 to IC 13-20-14.
- Amendments made in SEA 1401 do not affect the \$0.25 fee or fund.

1997: (SEA 169; P.L.132-1997)

- Amendments made in SEA 169 do not affect the \$0.25 fee or fund.

1998: (HEA 1338; P.L.93-1998)

- Adds indoor waste tire storage sites and waste tire processing operations as entities that are required to register and pay the registration fee.
- The number of waste tires at a storage site that requires registration is modified.
- The Waste Tire Management Fund remains split 35% to IDEM, 65% to Commerce but now with the following three exceptions:
 - 1) 100% of the revenue from the \$0.25 new tire fee will go to IDEM for waste reduction, recycling, removal, or remediation projects.
 - 2) 100% of the civil penalties collected for waste tire violations are to be used by IDEM for waste tire removal and remediation projects.
 - 3) Commerce uses its own portion of the Waste Tire Management to pay the expenses of administering its grant and loan programs.
- The July 1, 2000 expiration date is repealed so that the waste tire storage, processing operation and transporter registration programs, inspection program, education program, cost recovery authority, Waste Tire Management Fund, and the \$0.25 fee on each new tire will continue after July 1, 2000.

1999: (SEA 40; P.L.1-1999, SECTION 36-38)

- Technical Correction: Clarifies that 100% of the money collected from civil penalties for waste tire violations may be used by IDEM for waste tire removal and remediation projects, rather than being split 35% to IDEM and 65% to Commerce. *(Note: Although IDEM, Commerce, and the State Budget Agency agree that the wording of IC 13-20-13-8(d)(2) allows IDEM to designate all of the monies in the fund for waste tire removal and remediation, clarification regarding the transfer of funds under this subdivision may be needed through legislative amendment.)*

2000—2003: No amendments.

Appendix 2

Recommendations of the Waste Tire Task Force

Recommendations of the Waste Tire Task Force

The Waste Tire Task Force (WTTF), established by IDEM in 1991, through mandate of the Indiana Legislature, developed a plan for scrap tire management and market development. The following is a summary of their final report and recommendations for establishing a Waste Tire Management Program and Fund.

The Task Force recommended that the Waste Tire Management Program:

1. Establish a Waste Tire Market Development and Assistance Program, operated by the Department of Commerce (Commerce). The estimated funding need was \$500,000 - \$2.5 million per year for five years, depending on project needs and the demand for assistance.
2. Establish a Waste Tire Remediation Program, managed by IDEM. This program would remediate all major illegal tire dumps within 5 years. The estimated funding need was up to \$10 million over 5 years, depending on the ability of responsible parties to pay for cleanup and the availability of markets for the remediated tires.
3. Establish a Waste Tire Education Program, implemented by IDEM. The program would educate consumers of the need for proper management of waste tires, the methods for minimizing waste tire generation, the advantages of using retread tires, and the state waste tire management program. The estimated funding need was \$50,000 per year for three years.
4. Conduct research to find cost-effective means of using rubberized asphalt, coordinated by the Indiana Department of Transportation (INDOT). The estimated funding need for research was up to \$500,000 per year. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) required states to use an increasing percentage of rubberized asphalt in highway construction in order to receive federal highway funding. The WTTF foresaw that ongoing subsidies might be necessary to defray the additional costs of using rubberized asphalt instead of regular asphalt, and predicted that the costs to comply with the mandate may exceed several million dollars per year.
5. Enact a ban on land disposal of whole tires, to be enforced by IDEM with an effective date after June 30, 1994. The WTTF stated that land disposal is not a sound method for final disposal of whole tires, discouraging the development of environmentally-acceptable markets for waste tires. No funding need was anticipated for this recommendation.
6. Complete work on a regulatory program for proper management of waste tires, to be completed by the Solid Waste Management Board and administered with funding from the WTMF.

7. Conduct research and establish incentives for the environmentally sound use of waste tires in civil engineering applications, with IDEM, Commerce, and INDOT working to enhance the civil engineering uses of waste tires. INDOT would adopt policies and procedures for using waste tires in highway projects. IDEM would adopt policies and procedures for environmental review of proposed civil engineering applications. Commerce would provide grants or loans for civil engineering projects using waste tires, after consultation with IDEM and INDOT. Estimated funding needs were up to \$200,000 per year, depending on the needs of the programs and demand for assistance.
8. Assist in the environmentally sound use of tire derived fuel (TDF) as a short-term outlet for waste tires as reduction, reuse and recycling alternatives are enhanced. Policies and procedures would be developed by IDEM to provide guidance for prospective TDF users in Indiana, with administrative costs funded by the WTMF. The WTMF considered TDF to be an acceptable short-term solution for waste tire management.
9. Require that state and local governments include retread tires in their procurement practices for replacement tires for government-owned vehicles. The purpose of this recommendation is to use government's purchasing power to help overcome a bias against retread tires.
10. IDEM shall report on the progress of the Waste Tire Management Program annually to the governor and to the legislative council, with administrative costs to be taken from the WTMF.

The total amount of funding for the Waste Tire Management Program, including all recommendations from the WTMF, was estimated to be at least \$6,150,000 over five years and up to \$26,150,000 over five years (not including the ongoing costs of compliance with the ISTEA rubberized asphalt mandate.) The WTMF recommended the following options for funding the WTMF:

1. a fee on retail sales of new (replacement) tires, generating up to \$4-5 million per year at \$1.00 per tire;
2. a sales tax on the retail sale of new (replacement) tires, generating \$2 million per year at 1 percent tax;
3. a fee on vehicle registrations in Indiana, generating \$3.8 million per year at \$1.00 per registered vehicle;
4. a fee on vehicle title transfers, generating \$2.13 million per year at \$2.00 per title.

Appendix 3

OPPTA Fiscal Year 2003 Recycled Scrap Tire Grants

**INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF POLLUTION PREVENTION AND TECHNICAL ASSISTANCE**

**ANNOUNCEMENT: NEW GRANT OPPORTUNITY
RECYCLED SCRAP TIRE GRANTS**

**Funded by the Indiana Waste Tire Fund Reuse Initiative
For the reuse of Indiana sourced scrap tires in the following four grant categories**

- **Recycled-Content Product Procurement** that will utilize a reuse or remanufacture of scrap tires or crumb rubber from scrap tires acquired within Indiana.
- **Civil Engineering Field Reuse** of scrap tires acquired within Indiana and utilized in an IDEM approved civil engineering beneficial reuse project.
- **Recreational Field Reuse** of scrap tires acquired within Indiana and utilized in an IDEM approved recreational beneficial reuse project.
- **Research and Development** that will explore the use of scrap tire material in a high value-added product. The state must be provided with the result of the research for an applicable market.

How to Apply For Recycled Scrap Tire Grant Funds

- Obtain a copy of the grant application and grant guidelines from our program contact, C. Steven Poe at: 317-233-9341 or 800-988-7901.
Or obtain copies at www.in.gov/idem/oppta/recycling/index
- Read in full the project descriptions for **Tire Projects**
- Read in full the **Recycled Scrap Tire Grant Guidelines**
- Read in full, and complete the **Indiana Recycled Scrap Tire Grant Program Application**
- Submit your completed application to:

C. Steven Poe
Indiana Department of Environmental Management
Office of Pollution Prevention and Technical Assistance
150 West Market Street, Suite 703
Indianapolis, IN 46204

For additional information contact: C. Steven Poe at 317-232-8172 or 800-988-7901

Applications must be received at IDEM/OPPTA by 5:00 p.m. EST April 5, 2002

**INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF POLLUTION PREVENTION AND TECHNICAL ASSISTANCE**

**ANNOUNCEMENT: NEW GRANT OPPORTUNITY
RECYCLED SCRAP TIRE GRANTS**

**Funded by the Indiana Waste Tire Fund Reuse Initiative
For the reuse of Indiana sourced scrap tires in the following four grant categories**

**RECYCLED-CONTENT PRODUCT PROCUREMENT
CIVIL ENGINEERING FIELD REUSE
RECREATIONAL FIELD REUSE
RESEARCH AND DEVELOPMENT**

Scrap Tire Recycled-Content Product Procurement Projects

Recycled-Content Product Procurement that will utilize a reuse or remanufacture of scrap tires or crumb rubber from scrap tires acquired within Indiana. Project examples include:

- Highway supplies, materials and products made from recycled scrap tires in replacement of traditional non-recycled material.
- Consumer products made from scrap tire rubber, demonstrating new consumer uses.
- Office / work place products such as floor matting, demonstrating new office uses.
- Vehicle products such as mud flaps, truck bed liners and floor mats made from recycled content scrap tires.

Scrap Tire Civil Engineering Field Reuse Projects

Civil Engineering Field Reuse of scrap tires acquired within Indiana and utilized in an IDEM approved civil engineering beneficial reuse project. Project examples include:

- Roadway or surface lot drainage base layer utilizing 2" to 12" size tire shreds to demonstrate the workability of shredded tires as a construction base material with the placement of a geo-textile layer around the shreds to reduce infiltration of soil and provide a comparison of materials, i.e. sand & gravel mix or crushed stone final roadway surface. The design and construction must follow *ASTM Standard D 6270 – 98, Standard Practice for Use of Scrap Tires in Civil Engineering Applications*.
- Lightweight fill in an embankment or bridge abutment utilizing 2" to 8" tire shreds to demonstrate stability of the shreds and the reduced lateral pressure of tire shreds for this engineering application. ASTM Standard D 6270 – 98 must be used as a guide in the design and construction.
- Media for building basement wall backfill where good thermal insulating and foundation drainage properties of a 2" to 3" tire chip could be demonstrated.
- Construction of an "experimental" residential on-site waste water septic field drainage system where tire chips of comparable size will be substituted for currently specified stone backfill. This project would demonstrate the suitability of tire chips as a drainage media in septic systems located in Indiana soil and possible advantages to the average installer of utilizing a drainage material that is only half the weight of the rock it is replacing. Local Health Department approval is required before the project is authorized through a state contract.

Scrap Tire Recreational Field Reuse Projects

Recreational Field Reuse of scrap tires acquired within Indiana and utilized in an IDEM approved recreational beneficial reuse project. Project examples include:

- Sports track projects involving pour-in-place or compacted scrap tire rubber in replacement of traditional materials such as gravel, asphalt, concrete, etc.
- Hiking/biking trails involving loose fill, pour-in-place, or compacted scrap tire rubber in replacement of traditional materials such as gravel, asphalt, concrete, etc.

- Marine or boat dock applications involving scrap tire rubber, where application of material is above normal water grade level.
- Indoor matting and cushion applications common in gymnasiums or sport facilities involving scrap tire rubber in replacement of traditional materials.
- No playground surface applications are funded at this time.

Scrap Tire Research and Development Projects

Research and Development that will explore the use of scrap tire material in a high value-added product. The state must be provided with the result of the research for an applicable market. Project examples include:

- Specification development, testing, and publication regarding beneficial reuse opportunities of recycled scrap tires.
- Demonstrations and field testing of recycled scrap tires.
- Workshops and/or training for county engineers on the applications and acceptable standards for civil engineering beneficial reuse applications of recycled scrap tires.

Beneficial Reuse Pre-approval from IDEM

For all projects involving the beneficial reuse of scrap tires or crumb rubber, an applicant must demonstrate that such application does not pose a threat to public health or the environment. Some uses of tires are safe and effective under certain conditions. IDEM approval of beneficial reuse is necessary to ensure that the conditions are present for the use to be safe and effective. Solid Waste Management Regulation 329 IAC 10-3-1 (13) allows for legitimate uses of waste materials if approval is first obtained through IDEM.

How to Apply For Recycled Scrap Tire Grant Funds

- Obtain a copy of the grant application and grant guidelines from our program contact, C. Steven Poe at: 317-233-9341 or 800-988-7901.
Or obtain copies at www.in.gov/idem/oppta/recycling/index
- Read in full the Recycled Scrap Tire Grant Guidelines
- Read in full, and complete the Indiana Recycled Scrap Tire Grant Program Application
- Submit your completed application to:

C. Steven Poe
Indiana Department of Environmental Management
Office of Pollution Prevention and Technical Assistance
150 West Market Street, Suite 703
Indianapolis, IN 46204

For additional information contact: C. Steven Poe at 317-232-8172 or 800-988-7901

Applications must be received at IDEM/OPPTA by 5:00 p.m. EST April 5, 2002

RECYCLED SCRAP TIRE GRANT GUIDELINES

CIVIL ENGINEERING FIELD REUSE RECREATIONAL FIELD REUSE RESEARCH AND DEVELOPMENT

Thank you for your interest in the Recycled Scrap Tire Grant. The Indiana Department of Environmental Management (IDEM) and the Indiana Department of Commerce (Commerce) is announcing the availability of \$550,000 in funds for a round of grant awards as authorized through IC13-20-13-9. The purpose of this grant funding is to provide new and innovative ways to reuse or recycle scrap tires acquired within the State of Indiana.

These grants are targeted at businesses, local units of governments, schools, and non-profits with 501c3 status located within Indiana that want to explore the reuse or remanufacture of scrap tires. To be considered for funding, an application for funding must be delivered to the Indiana Department of Environmental Management, Office of Pollution Prevention and Technical Assistance.

Before completing an application, please read the grant guidelines thoroughly. These guidelines describe the criteria used to evaluate applications and explain the grant approval process.

Please complete all sections of the Scrap Tire Grant application and return it to the address below. Submission of an application does not guarantee funding. Applications become the property of the State of Indiana and will not be returned.

Indiana Department of Environmental Management
Office of Pollution Prevention and Technical Assistance
150 West Market Street, Suite 703
Indianapolis, IN 46204
(317) 232-8172
1-800-988-7901

Application Deadline: Must be received at IDEM/OPPTA by 5:00 p.m. EST April 5, 2002
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Eligible Applicants

Applicants must have a primary mailing address within the State of Indiana, and propose a project that will consume or utilize tires generated from within Indiana.

Eligible applicants include:

- Businesses located within Indiana.
- Local units of government, including cities, towns, counties, and solid waste management districts.
- Schools, including elementary schools, middle schools, high schools, colleges, and universities.
- Non-profits, with 501c3 status (documentation required)

Eligible applicants must agree to provide to IDEM progress reports during the term of the grant, a final report at the closure of the grant term, and two annual follow-up reports for the two year period after the term of the grant.

Eligible Expenses and Matching Requirements

Eligible projects for this grant program are limited to:

- **Recycled-Content Product Procurement** that will utilize a reuse or remanufacture of scrap tires or crumb rubber from scrap tires acquired within Indiana.
- **Civil Engineering Field Reuse** of scrap tires acquired within Indiana and utilized in an IDEM approved civil engineering beneficial reuse project.
- **Recreational Field Reuse** of scrap tires acquired within Indiana and utilized in an IDEM approved recreational beneficial reuse project.
- **Research and Development** that will explore the use of scrap tire material in a high value-added product. The state must be provided with the results of the research for an applicable market.

Eligible expenses (grant funded at 50% of actual invoice costs) may include:

- Transportation of material feedstock for a proposed project.
- Procurement of material feedstock for a proposed project.
- Equipment necessary to process scrap tires for a proposed project.
- Initial processing costs of scrap tires, excluding labor costs.
- R&D tests costs from authorized labs or on-site tests. (IDEM pre-approval required)
- Procurement of supplies, materials, and products made from recycled scrap tires.
- Other project start-up costs not excluded below and authorized through IDEM pre-approval.

Applicants are eligible to receive grant funding under the Recycled Scrap Tire Grant program only once.

Ineligible projects and expenses include:

- Civil engineering application not approved by IDEM.
- Playground crumb rubber reuse.
- Projects involving the land application of scrap tires for alternative daily cover at landfills.
- Below water grade reuse application of scrap tires.
- Projects that may involve a new source of air, water, or land environmental negative impact.
- Expenses related to final disposal; including collection, transportation and disposal costs.
- Expenses related to food, beverages, conferences, travel, general overhead and administration, and political lobbying.
- Expenses related to personnel salary or benefits. (Project specific contractor and professional fees may be eligible, and evaluated on a case-by-case basis.)
- Expenses related to a Supplemental Environmental Project (SEP) as part of an agreement with IDEM or the USEPA.

Amount of Funds

Grants are available in any whole-dollar amount from \$5,000 to \$150,000, with the following ranges per grant category:

- Recycled-Content Product Procurement;
minimum request of \$5,000 to maximum request of \$25,000.
- Civil Engineering Field Reuse
minimum request of \$5,000 to maximum request of \$150,000.
- Recreational Field Reuse
minimum request of \$5,000 to maximum request of \$150,000.
- Research and Development
minimum request of \$5,000 to maximum request of \$25,000.

Additional funding considerations:

- Each project will require a cash match commitment of 50% of total cash project costs. For example, a project with \$100,000 eligible costs may apply for up to \$50,000 in state grant funding, matched with \$50,000 in local cash match.
- Matching funds contributed by the grantee cannot be sourced from another State of Indiana grant or loan program.
- Expenditures must be made within the grant term. Expenditures made prior to the grant term or after the expiration date of a grant will not be reimbursed.
- 50% of the state grant award will be advanced to the grantee upon the final execution of a grant agreement. The remaining 50% of the grant funds will be released upon documentation of eligible approved expenditures,

providing that all other conditions to the agreement have been met. It is the grantees responsibility to manage a proper cash flow for the project to guarantee the completion of the project.

- Payment of grant funds is based on demonstrated invoiced expenses. IDEM will authorize 50% of grant funds per contract authorized expense line item.
- Term lengths for grant agreements will be 12 months, 18 months, or 24 months.

Financial Commitment

Applicants will be required to submit documentation to demonstrate that they can meet their financial obligation for the project for which funding is requested. For a business, this documentation might include a commitment letter from a board president, an internal fiscal officer, the business's banker, or the business's loan officer at a financial institution. For a local unit of government, school, or non-profit, this documentation can be a letter of commitment from a governing body, a board of directors, or a board authorized individual representing the governing body. The commitment letter must document the fiscal ability of the applicant to maintain the necessary cash flow for the duration of the grant term, recognizing that a part of the grant funds awarded is through reimbursement after expenditures are incurred.

Marketing Profile / Recycling and Reuse Profile

Applicants will be required to submit information to demonstrate existing and new market opportunities to utilize scrap tires in the proposed project. In the case of new product development or new field uses, this information should include the projected size and growth rate for the recycled waste tire product should the product be moved to the end market or a new reuse. It should also include a statement about industry-wide trends, demonstrating that the applicant has researched local market conditions.

For a business applicant, this could be a copy of the company's marketing strategy from the company's business plan. It is strongly recommended that the company have a current marketing plan in place before requesting funds.

For a local unit of government, school, or non-profit, this documentation can be a recycling or reuse profile, demonstrating industry-wide trends, local market conditions, and projected size / growth rate for the use of recycled waste tires in the recycling or reuse project.

For civil and recreational reuse applications (regardless of applicant type), the application should note current and future reuse opportunities, demonstrating the types and scale of projects that might benefit from transferable information made available through this grant funded project.

Environmental Goals

Products that use the greatest number of Indiana scrap tires will be preferred. IDEM will also show consideration to new product use, or if it is a demonstration use of a recycled product in Indiana. Companies that demonstrate the greatest community impact through the promotion of the recycled scrap tire product will be preferred.

Environmental Compliance

All applicants must comply with applicable federal, state and local safety regulations and environmental laws. Copies of the cover sheet of all applicable permits must be provided along with a description of any new permits required for the duration of any modification to complete product fabrication and testing. A history of environmental compliance violations or any current open enforcement cases may result in the rejection of an application.

For all projects involving the beneficial reuse of scrap tires or crumb rubber, an applicant must demonstrate that such application does not pose a threat to public health or the environment. Some uses of tires are safe and effective under certain conditions. IDEM approval of beneficial reuse is necessary to ensure that the conditions are present for the use to be safe and effective. Solid Waste Management Regulation 329 IAC 10-3-1 (13) allows for legitimate uses of waste materials if approval is first obtained through IDEM.

For all approved grant funded projects, pre-approval of the beneficial reuse application must be granted through IDEM's Office of Land Quality prior to start-up of the grant awarded project. By completing the application questions in full, the beneficial reuse application will be initiated. Completion of IDEM's evaluation of beneficial reuse may affect announced award timelines and the release of a state contract.

A copy of the beneficial reuse guidelines is available by request through C. Steven Poe at (317) 233-9341. This guidance has been prepared by IDEM's Office of Land Quality (OLQ) regarding Indiana's Solid and Hazardous Waste rules. Although every attempt has been made to reference other applicable regulations, this guidance may not completely address requirements under other IDEM programs or any other federal, state or local regulations.

For projects that create a waste flow for final disposal, the applicant must demonstrate proper and safe disposal of the waste, and limit waste volumes to a reasonable minimum level. IDEM does not fund disposal costs or any equipment involved in the disposal of material to a final disposal facility. Incineration, waste-to-energy, and landfilling are defined by Indiana statute as final disposal.

IDEM requires registration of waste tire storage sites, processing operations, and tire transporters through the Office of Land Quality. These requirements are found in the Waste Tire Management rule (329 IAC 15) and displayed on the IDEM Web site at: www.IN.gov/ide/land/permits/forms/index. Any grant funded projects that involve tire storage, processing, or transportation must be in full compliance of the Waste Tire Management rule during the entire grant period.

Application Process

Interested applicants should contact the Office of Pollution Prevention and Technical Assistance to obtain application materials. A fully completed application must include the following:

- An IDEM supplied application Cover Page, fully completed and signed by the appropriate agent of the applicant.
- A completed proposed project budget page.
- Answers to the questions presented in the scrap tire recycling application packet.
- Information necessary for IDEM to make a determination regarding the applicants request for beneficial reuse, as evaluated through the Office of Land Quality.
- Demonstration of the percentage of scrap tires utilized in the project are sourced from within Indiana.
- Demonstration of cash match for the proposed project.
- Demonstration that the scrap tire material utilized through this project meets or exceeds ASTM standards, if such standards exist for the given proposed reuse or recycling activity.

Review and Evaluation Process

Once the original application has been filed, a review team will evaluate and score each application to determine which projects are fundable in the current funding cycle. The review team will include representatives from the IDEM Office of Land Quality, the Commerce Energy Policy Division, and the Office of Pollution Prevention and Technical Assistance. Additional representatives may be invited on the review committee depending on the expertise needed for a complete evaluation of the proposed projects. Applications will be evaluated on the following criteria:

- Potential number of scrap tires used by the company in production of the product.
- Projected annual sales of recycled tire product.
- Development of a new market for scrap tires in Indiana.
- The fiscal feasibility of the project.
- Demonstration of existing demand for product.
- Overall quality and adequacy of the application.

Applicants will be notified of the approval or denial of the grant award of their applications within 90 days of the application deadline. Once approved, a grant agreement must be created and then signed by both the grantee and the appropriate state officials. The state signature process can take six to eight weeks.

Grant Follow-up Information

Once a grantee receives notification of a grant award, the following activities will take place;

- A grant agreement will be created and sent to the grantee for signature.
- The grantee will be requested to supply a signed W-9 form.
- The agreement will be forwarded through the state signature process.
- Once the agreement is fully executed (i.e., signed by the last state signatory), the applicant may begin work and, when complete, request payment.
- Progress reports as required in the state contract must be submitted by the grantee in a timely manner.

Confidential Information

To the extent feasible and permissible by law, IDEM will honor an applicant's request that confidential information submitted to IDEM remain confidential. IDEM will treat information as confidential only if: (i) the information is in fact protected confidential information such as trade secrets or privileged or confidential commercial or financial information, (ii) the information is specifically marked or identified as confidential by the applicant, (iii) the information is segregated and placed in a separate appendix to the application, and (iv) no disclosure of the information is required by law or judicial order. If the application results in a grant, the honoring of confidentiality of identified data shall not limit IDEM's right to disclose the details and results of the project to the public.

How to Apply For Recycled Scrap Tire Grant Funds

- Obtain a copy of the grant application and grant guidelines from our program contact, C. Steven Poe at: 317-233-9341 or 800-988-7901, or obtain copies at our Web site: www.in.gov/idem/oppta/recycling/index
- Read in full the Recycled Scrap Tire Grant Guidelines and complete the Indiana Recycled Scrap Tire Grant Program Application.
- The State may request additional information to help evaluate the application.
- Submit your completed application to:

C. Steven Poe
IDEM / OPPTA
150 West Market Street, Suite 703
Indianapolis, IN 46204

Application Deadline: Must be received at IDEM/OPPTA by 5:00 p.m. EST April 5, 2002
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Indiana Code 13-20-13-9

Sec. 9. (a) The department may use money in the fund to assist the department in:

- (1) removing waste tires from sites where waste tires have been disposed of improperly;
- (2) properly managing waste tires;
- (3) performing surveillance and enforcement activities used to implement proper waste tire management; and
- (4) conducting the waste tire education program under section 15 of this chapter.

(b) The department of commerce may use money in the fund to provide grants and loans to persons to establish and operate programs involving the following:

- (1) Recycling or reuse of waste tires.
- (2) Using waste tires as a source of fuel.
- (3) Developing markets for waste tires and products containing recycled or reused waste tires.

(c) The department of commerce may adopt rules under IC 4-22-2 necessary to implement this section.

As added by P.L.1-1996, SEC.10.



Office of Pollution Prevention and Technical Assistance
150 W. Market Street, Suite 703
P.O. Box 6015
Indianapolis, IN 46206-6015
State form 48561 (R/12-98)

INDIANA RECYCLED SCRAP TIRE GRANT PROGRAM

GRANT APPLICATION COVER PAGE

For assistance, call the Office of Pollution Prevention and Technical Assistance at 800-988-7901. Please print or type.

PROGRAM ADMINISTRATOR (contact person)

Mr. / Ms.	Phone:
Title:	Fax:
Official name of agency Or organization:	E-mail:
Federal ID #:	County (ies):
Address:	Web site:
City:	Zip+4:

Project Summary

Please shade area
served.



Grant Data: (required)

Target # of tires to be recycled: _____
(per year, best estimate based on projections)
Source of tires: _____
Tire dump recovery? Yes ___ No ___
Total project cost: \$ _____
Match funds provided: \$ _____
Funds requested: \$ _____
(Funds requested must be 50% or less
than total project costs)

Type of Applicant (check one)

' Business ' SWMD*
' City ' Town
' School ' University
' County ' Non-profit

Type of Project (check one)

' Recycled-content Product Procurement
' Recreational Field Reuse
' Civil Engineering Field Reuse
' Research and Development

*SWMDs ONLY

SWMD 12/31 cash balance:

If SWMD, report the 12/31/01 cash and investment balance as reported on State Board of Accounts, Form # SWMDAR-1, Part 1, Column F, Solid Waste Management Fund. If over \$350,000, please attach written explanation.

I certify that submission of this proposal has been duly authorized by the governing body of the entity and that I am legally authorized by the governing body to sign this application.

Signature: _____ Printed Name: _____ Date: _____

PROPOSED PROJECT BUDGET

	Grant Request	Cash Match	In-Kind	Total
Personnel				
	\$ 0	\$	\$	\$
	\$ 0	\$	\$	\$
	\$ 0	\$	\$	\$
(no state funds available for personnel expenses)	\$ 0	\$	\$	\$

Equipment and Project Costs

	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$

On-going Operating/Program Costs

	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$

Contractor/Professional Fees

	\$	\$	\$	\$
	\$	\$	\$	\$

Educational/Promotional Costs

	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$
	\$	\$	\$	\$

Note: a dollar for dollar cash match is required for each line item.

Enter column totals in boxes below

\$	\$	\$	\$
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GRANT APPLICATION QUESTIONS INDIANA RECYCLED SCRAP TIRE GRANT PROGRAM

Your application will be evaluated on your responses to the criteria listed in numbers 1-6. Each response must be complete and numbered; please type them on a separate sheet of paper and attach to the cover page, budget page, and any other applicable materials being submitted.

1. Describe the proposed project and partners involved. Also include information such as:

- ◆ Project location, goal of project, and general description of how project is structured.
- ◆ Material flow plan (e.g., amount and types of materials collected, processed, and final end markets)
- ◆ Project plan anticipated timeline (e.g., activity occurs months 1-3, months 4-6, months 7-9, etc.)
- ◆ List all partners involved, and include description of qualifications

2. Demonstrate how this project will divert waste from disposal. Each bullet point must be addressed.

- ◆ Justify waste diversion projections in terms number of tires and tons of tires diverted from final disposal
- ◆ Briefly state the benefits of waste tire diversion specific to your area
- ◆ State whether project focuses on *clean scrap tire sources* or *existing tire dump* diversion
- ◆ Outline how the project will increase the marketability of scrap tires

3. Describe your Marketing Profile / Recycling and Reuse Profile. Include the following in your description:

- ◆ Describe industry-wide trends and local market conditions.
- ◆ Project (estimate) size and growth rate for the recycled waste tire product or field/reuse application.
- ◆ Note current and future features of your marketing plan, or your recycling / reuse market.
- ◆ Note what information or work product would be available to the state that might be transferable to other locations and future projects.

4. Demonstrate project sustainability. Provide the following:

- ◆ Commitment letters demonstrating both initial and ongoing material and monetary resources pledged
- ◆ Upper management support letters (e.g., board, mayor, council, etc.)
- ◆ Summary of personnel investment to including number of hours committed to project (new and current resources)
- ◆ Information on maintenance plan and replacement equipment capital fund, if requesting equipment funding.
- ◆ Description of cost and program efficiencies realized by project implementation. (e.g. estimated economic efficiencies, program costs per ton collected, and population serviced by project)

5. Describe details of budget page.

Please explain all budget page line items (grant requests, cash, and in-kind matching columns). Quotes and spec sheets are required. Note that all grant funded line items on budget page require dollar-for-dollar cash match.

6. Describe details required for review of beneficial reuse application, through the Office of Land Quality. This series of questions must be addressed by all projects that do not have prior reuse approval through IDEM. The following list of information must be addressed and included with your grant application/request:

6(a). Project location

Include a current county highway or a U.S. Geological Survey topographic map showing the location of the project. Include a current land deed/plat map showing the site within the property boundaries. Identify the property owner by name and mailing address.

6(b). Information on the number and source of tires

Indicate how many waste tires the construction requires, where the tires will be obtained and the total to be stored on the site at one time.

6(c). Project description

The description must demonstrate that the proposal is a legitimate use and is not merely a means to dispose of waste material. A copy of a published article or a research paper on the type of construction may be sufficient. If available, engineering specifications and/or project-specific plans are excellent ways to support the use.

6(d). Storage of scrap tires

Describe how the scrap tires will be stored on site. The tires must not be allowed to collect rainwater possibly creating a breeding site for mosquitoes. Access lanes must be provided between tire piles to allow local fire control equipment on to the site. Following are the minimum requirements for storage in accordance with the number of tires:

Less 1000 tires: At least a signed statement that you have notified the local fire department with jurisdiction that they will be storing tires must be provided.

More than 1000 tires:

If storage will be **less than three (3) months**, a contingency plan per 329 IAC 15-3-18 must be provided. If approval is granted for the use, the site must comply with both 329 IAC 15-3-18 and 15-3-19.

If storage will be **more than three (3) months**, a full waste tire storage registration must be submitted to IDEM. The facility must keep the registration current and comply with all registration conditions until the tires are completely reused.

6(e). Disposal of unusable or excess tires

The property owner is ultimately responsible for removal and disposal of unwanted tires and other trash or rubbish dumped at the site. Include your plans for insuring proper disposal of excess or unusable tires and other solid waste(s). It is recommended that you limit vehicle access to the site to discourage unauthorized dumping.

IDEM does not issue verbal approvals for use of scrap tires. Please send your written request for approval with the above listed information prior to the application submittal, if possible. Grant funded applications involving beneficial reuse must have IDEM pre-approval for the reuse prior to a grant award. Questions regarding beneficial reuse waivers may be directed to the Office of Land Quality staff of the Technical Compliance Section at 317-308-3103.

Submission of an application does not guarantee funding. Applications become the property of the Indiana Department of Environmental Management and will not be returned.

Before completing an application, please read the Grant Guidelines thoroughly. These guidelines describe the criteria used to evaluate applications and explain the grant approval process. Please contact the Office of Pollution Prevention and Technical Assistance if you have questions regarding the program.

Please complete all sections of this application and return it to the address below.

C. Steven Poe
Indiana Department of Environmental Management
Office of Pollution Prevention and Technical Assistance
150 West Market Street, Suite 703
Indianapolis, IN 46204

For additional information contact: C. Steven Poe at 317-232-8172 or 800-988-7901

Application Deadline: Must be received at IDEM/OPPTA by 5:00 p.m. EST April 5, 2002

Indiana Code 13-20-13-9

Sec. 9. (a) The department may use money in the fund to assist the department in:

- (1) removing waste tires from sites where waste tires have been disposed of improperly;
- (2) properly managing waste tires;
- (3) performing surveillance and enforcement activities used to implement proper waste tire management; and
- (4) conducting the waste tire education program under section 15 of this chapter.

(b) The department of commerce may use money in the fund to provide grants and loans to persons to establish and operate programs involving the following:

- (1) Recycling or reuse of waste tires.
- (2) Using waste tires as a source of fuel.
- (3) Developing markets for waste tires and products containing recycled or reused waste tires.

(c) The department of commerce may adopt rules under IC 4-22-2 necessary to implement this section.

As added by P.L.1-1996, SEC.10.

Appendix 4

Regional and U.S. Markets for Waste Tires:

- **State Markets for Used Tires**
 - **State Legislation for Scrap Tire Disposal**
- Chart by Rubber Manufacturers Association**

State Markets for Used Tires

The following is a listing of regional state markets for waste tires. Refer to the chart which follows this section to see a complete listing of waste tire management methods in all 50 states.

Illinois

In 1989, the Illinois General Assembly amended the Environmental Protection Act to create the Used Tire Management program. The Used Tire Management program includes provisions for cleanup of tire accumulations; development of scrap tire markets; mosquito control regulations with respect to tire accumulations; and financial assistance for local governments for these activities. The amendment also establishes the Used Tire Management Fund, funded through a vehicle title transfer fee.

In 1991, the Environmental Protection Act was further amended to establish a \$1.00 per tire fee to fund the Used Tire Management Fund. The 1991 amendment also requires tire retailers to accept scrap tires, requires the development of abatement plans for tire handlers, prioritizes fund expenditures, and requires pilot programs for and investigation of alternative tire uses. Additional legislative requires state procurement of retread tires; clarifies the application of the per tire fee to various tire types; regulates landfills accepting and shredding tires; and limits storage sites to 1300 used tires, 1300 carcasses and 130 recyclable tires. Sites with more than 5000 tires are required to have financial assurance to cover the cost of site cleanup.

On July 1, 2003, Illinois increased the tire user fee from \$1 to \$2.50 per new or used tire sold. Tire retailers collect the fees from consumers at the time of purchase and remit them to the state. The retailers retain 10 cents of the fee to cover their administrative costs. Fifty cents of the new fee goes to the Emergency Public Health Fund, to be used by local governments for West Nile Virus programs. The rest of the funding goes to the Used Tire Management Fund, and is allocated as follows (allocation may have changed with new fee structure):

1. 38% is available to the Illinois Environmental Protection Agency for the inspection, enforcement, and remediation activities. Illinois EPA may also give funding to local government for these activities, and may award grants for cleanup projects.
2. 23% is available to the Department of Commerce and Community Affairs for providing scrap tire market development grants and loans, developing educational materials regarding scrap tire issues, and conducting any necessary research.
3. 25% is available to the Illinois Department of Public Health to address threats or potential threats to the public health related to mosquitoes and other vectors of disease associated with the improper storage, handling and disposal of tires, improper waste disposal, or natural conditions.
4. 2% is available to the Department of Agriculture for its activities under the Illinois Pesticide Act relating to used and waste tires.
5. 2% is available to the Pollution Control Board for administration of its activities relating to used and waste tires.
6. 10% is available to the Department of Natural Resources for the Illinois Natural History Survey to perform research to study the biology, distribution, population

ecology, and biosystematics of tire-breeding arthropods, especially mosquitoes, and the diseases they spread.

Illinois' major scrap- tire end market is TDF, although markets for ground rubber and civil engineering applications also exist. In 1999, Illinois estimated that there were enough markets for the 12.5 million tires that are generated each year in that state.

Kentucky

The Kentucky Legislature established scrap tire requirements in 1990. A \$1.00 per tire fee on the retail sale of tires funds the Waste Tire Trust Fund, for cleanup of tire piles, loan programs for collection and storage programs, and market development loan programs. The 1990 law also required registration of tire piles larger than 100 tires, and requires that tires be rendered "suitable for disposal" before landfilling.

A new waste tire statute was established in 1998 that requires tire retailers, transporters, and accumulators to register with the state and post a bond. The statute also establishes management standards for waste tires to reduce the risk of fire and prevent water entrapment and mosquito infestations.

Per Kentucky's waste tire statute, money from the Waste Tire Trust Fund that is not otherwise obligated to cleanup projects can be used for grants for tire management or market development projects. According to the Waste Tire Program, most of the money in the Trust Fund is used for waste tire management and cleanup activities. A statewide tire amnesty programs has been established, to allow residents to turn in unlimited numbers of tires at no cost and at no penalty. A very small amount of funding has gone to grants – to date, two TDF projects have been funded and one more TDF project is in the development stage. TDF and civil engineering applications are the major markets.

Ohio

The Ohio General Assembly enacted a scrap tire law in 1993. The law established a regulatory structure for scrap tire collection, storage, recovery, monofill and monocell facilities and scrap tire transporters. A fee was placed on each new tire sold at the wholesale level and the funds from this fee are designated for stockpile abatement, grants and loans to scrap tire facilities program administration, and research at the University of Akron. In 1996, all whole, cut, and shredded tires were banned from solid waste landfills.

The scrap tire fee is currently \$1.00 per tire, which generates approximately \$7million per year for the Scrap Tire Management Fund. Of that \$7 million, \$1 million is used for grants to support market development activities. The balance of the funding is used to fund inspections, enforcement, and cleanup of scrap tire stockpiles. TDF and civil engineering applications are the main markets for scrap tires in Ohio.

Michigan

The Michigan Legislature created the Scrap Tire Regulatory Fund by statute in 1991. The statute also established the scrap tire management program, which regulates the licensing

of collectors, limitations on hauling tires, and restrictions on the storage and disposal of scrap tires. Amendments (1992) required financial assurance of haulers and processors. The Scrap Tire Regulatory Fund is funded by a \$1.50 surcharge per vehicle title registration. Funding can be used by the state for the cleanup of scrap tires and for grants for market development. Michigan currently offers grants to entities for the cleanup and collection of scrap tires from eligible publicly- and privately-owned sites. During Fiscal Year 2002-2003, \$600,000 in grants were issued for scrap tire cleanup projects.

Major end markets for scrap tires in Michigan are TDF, ground rubber, and recycled rubber products. Tire chips are also being used in civil engineering projects.

STATE LEGISLATION - SCRAP TIRE DISPOSAL					Rubber Manufacturers Association Web site, July 2003 http://www.rma.org/scrap_tires/state_issues/															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
State	Fee Collected	Fee Basis	Fee Collected by	Fee Sunset Date	Fee Account	Prohibit Collection of Additional Fees?	Manifest Required?	Collection / Transportation Reg. Or Permit Required?	Storage/Disposal Reg. Or Permit Required?	Whole Tires Banned from Landfill?	Cut/Shredded Tires Banned from Landfill?	Monofills Allowed?	Stockpile Clean-Up Program Exist?	Active Clean-Up Program?	Use in C.E. projects approved?	Use in C.E. projects encouraged?	Subsidies/Grants/Loans	Market Incentives	Markets Establish to handle Annual generation?	Comments:
Alabama	\$1.00	Per tire	Tire Dealer	10/1/10	Waste Tire Fund created.	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes					No	Scrap tire bill passed June 2003
Alaska	\$2.50	Per tire	Tire Dealer	na	All funds diverted to general fund		No	No	No	No	No	No	No	No	Unknown	No		Recycling bill gives preference given to recycled products.	No	
Arizona	None	na	na	12/31/02	Waste Tire Fund created.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Provides funds to counties to contract with private waste tire collectors / processors.	None	Yes	
Arkansas	\$2.00/pass. \$4.00/truck	Per tire	Tire Dealer		Waste Tire Management Fund created.	Yes	No	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Yes	A 30% income tax credit available to waste management companies investing in solid waste, including tires, reduction, reuse, recycling equipment.	10% price preference given for retread purchases for state vehicles. If retreaded in Arkansas, additional 1% preference added.	No	
California	\$1.00	Per Tire	Tire Dealer		Calif. Tire Recycling Management Fund created. CIWMB administers the fund.			Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Grants and loans available for scrap tire operations.	5% purchase price preference for State purchased products made with tire derived materials. Requires the use of retreads on state vehicles.	Yes	
Colorado	\$1.00	Per Tire	Tire Dealer		Waste Tire recycling Development Cash Fund created.		No	No	No	No	No	Yes	Yes	No	Yes	Yes	20% tax credit for recycling equipment purchases. 15% of Fund available for recyclers in rural areas. 30% of Fund available for new scrap tire recycling business start-up costs.	None	Yes	
Connecticut	None	na	na	na	na		No	No	Yes	No	No	Yes	No	No	No	No	None	10% price preference for products made with recycled materials.	Yes	
Delaware	None	na	na	na	na			No	Yes	No	No	Yes	No	No	Yes	Yes	Tax incentives, low interest loans to business & industry using recycled materials in manufacturing or to process recyclables.	None	Yes	
Florida	\$1.00	Per Tire	Tire Dealer		Funds redirected to other recycling efforts. Scrap tires get approx. 20% of fees collected.		Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	None	Grants to counties to buy products made from waste tires. DOT specifies rubber modified asphalt for all surfacing contracts.	Yes	
Georgia	\$1.00	Per Tire	Tire Dealer				Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Grants to universities or gov. agencies for innovative technology development, scrap tire pile clean-up.	None	Yes	
Hawaii	\$1.00	Per Tire	Importer				No	No	No	Yes	No	Yes	Yes	No	No	No	None	10% price preference for products made with recycled materials.	No	Tire dealers required to accept used tires in exchange for new ones purchased.
Idaho	None	na	na	6/30/96			No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Program no longer in existence.	None	Yes	
Illinois	\$2.50	Per Tire	Tire Dealer		Used Tire Management Fund.			Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Grants & low interest loans for scrap tire processing facilities and to promote beneficial end uses.	None	Yes	\$.50 from fee goes to state agencies for West Nile Virus programs
Indiana	\$0.25	Per Tire	Tire Dealer			Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Grants for TDF stack testing (50% of the cost, up to \$30,000)	Grants awarded to gov. agencies to purchase products made from recycled Indiana scrap tires.	No	
Iowa	\$5.00	Vehicle Title	State	FY 2002	Waste Tire Management Fund created.			Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Landfill Alternatives Financial Assistance program provided funding for source reduction & recycling programs. Grants subsidize processors to allow sale rates of waste tire materials.	None	Yes	

STATE LEGISLATION - SCRAP TIRE DISPOSAL					Rubber Manufacturers Association Web site, July 2003 http://www.rma.org/scrapped_tires/state_issues/																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
State	Fee Collected	Fee Basis	Fee Collected by:	Fee Sunset Date	Fee Account	Prohibit Collection of Additional Fees?	Manifest Required?	Collection / Transportation Reg. Or Permit Required?	Storage/Disposal Reg. Or Permit Required?	Whole Tires Banned from Landfill?	Cut/Shredded Tires Banned from Landfill?	Monofills Allowed?	Stockpile Clean-Up Program Exist?	Active Clean-Up Program?	Use in C.E. projects approved?	Use in C.E. projects encouraged?	Subsidies/Grants/Loans	Market Incentives	Markets Established to handle Annual generation?	Comments:				
Kansas	\$0.25	Per Tire	Tire Dealer		Waste Tire Management Fund created.			Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	None	None	Yes	\$0.50/tire fee prior to 7/1/01. Shreds may be landfilled in monofills only after 7/1/99.				
Kentucky	\$1.00	Per Tire	Tire Dealer		Waste Tire Fund created.			Yes	Yes	Yes	No	No	Yes	No	No	No	Sales tax exemption & tax credit on recycling equipment.	None	No					
Louisiana	\$2.00	Per Tire	Tire Dealer		Waste Tire Management Fund created.	Yes	Yes	Yes	Yes	Yes	No		Yes	Yes	Yes	No	Tax credits equal to 20% of recycling equipment costs.	5% price preference for State purchases of supplies with specific recycled content.	Yes					
Maine	\$1.00	Per Tire	Tire Dealer				Yes	Yes	Yes	Yes	No		Yes	Yes	Yes	Yes	None	State requires purchase of recycled materials if feasible and environmentally sound.	Yes					
Maryland	\$0.40	Per Tire	Tire Dealer		Scrap Used Tire Cleanup and Recycling Fund created. State has raided scrap tire funds.			Yes	Yes	Yes	No		Yes	Yes	Yes	Yes	Tire Dealer keeps 1.2% of gross tire fee collected. Promotes use of tire chips in cement kilns.	5% price preference for State purchases of products containing recycled materials.	Yes	State currently processes rubber at state-owned facility.				
Massachusetts	None	na	na	na	Recycling Loan Fund created.		No	No	Yes	Yes	No		No	No	Yes	No	Recycling Loan Fund available for tire reuse projects.	10% price preference for State purchases of products containing recycled materials.	Yes					
Michigan	\$0.50	Per Tire on Vehicle Title	State		Scrap Tire Regulatory Fund created.		Yes	Yes	Yes	No	No		Yes	No	Yes	No	Grants to clean-up scrap tire piles.	10% price preference for State purchases of products containing recycled materials.	Yes					
Minnesota	None	na	na	FY 2001		No		Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	None	None	Yes					
Mississippi	\$1.00	Per Tire	Tire Dealer		Environmental Protection Trust Fund created.		No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	Environmental Protection Trust Fund allocates 25% of the fund to recycling and demonstration grants.	None	Yes	Landfilling restricted in 2002.				
Missouri	\$0.50	Per Tire	Tire Dealer	1/1/04	Waste tire fee funds created.		No	Yes	Yes	Yes	No		Yes	Yes	Yes	Yes	Grants for demonstration projects and capital expenditures for TDF or recycling into a product.	None	Yes	State expects to renew fee early in 2004.				
Montana	None	na	na	na	na		No		Yes	No	No		No	No	Yes	No	25% tax credit available for purchase of recycling and processing equipment.	State instructed to purchase recycled products whenever possible, but not mandated.	Yes					
Nebraska	\$1.00	Per Tire	Tire Dealer		Waste Reduction & Recycling Incentive Fund created.			Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	Grants available for cost-sharing for processors, capital and start-up costs for processors, manufacturers, transporters & collectors of scrap tires.	None	No	\$1.25/ton disposal fee				
Nevada	\$1.00	Per Tire	Tire Dealer		Solid Waste Management Account		Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	No	None	10% price preference for State purchases of Nevada manufactured products containing recycled materials. 5% price preference given to all other recycled products.	No					
New Hampshire	None	na	na	na	na		No	No	No	Yes	No		No	No	No	No	None	None	Yes	Towns collect fees to handle automotive waste collection & disposal.				
New Jersey	None	na	na	na	na		No	No	Yes	Yes	No		Yes	No	Yes	No	Low interest loans for recycling for purchasing recycling equipment.	Legislation and Executive Order require the procurement of recycled products.	Yes					

STATE LEGISLATION - SCRAP TIRE DISPOSAL					Rubber Manufacturers Association Web site, July 2003 http://www.rma.org/scrap_tires/state_issues/																				
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State	Fee Collected	Fee Basis	Fee Collected by:	Fee Sunset Date	Fee Account	Prohibit Collection of Additional Fees?	Manifest Required?	Collection / Transportation Reg. Or Permit Required?	Storage/Disposal Reg. Or Permit Required?	Whole Tires Banned from Landfill?	Cut/Shredded Tires Banned from Landfill?	Monoliths Allowed?	Stockpile Clean-Up Program Exist?	Active Clean-Up Program?	Use in C.E. projects approved?	Use in C.E. projects encouraged?	Subsidies/Grants/Loans	Market Incentives	Markets Establish to handle Annual generation?	Comments:					
New Mexico	\$1.50	Vehicle Registration	State		Tire Recycling Fund created.		Yes	Yes	Yes				Yes	Yes	Yes	Yes	State provides Rubberized Asphalt Fund and cost reimbursement for tire recycling centers.	5% price preference for State purchases of products containing recycled materials.	Yes	\$.50 of the \$1.50 now collected goes to the state's general fund.					
New York	\$2.50	Per Tire	Tire Dealer	2010	Dedicated Scrap Tire Account. Account is subject to general revenue fund subject to approval by legislature.	Yes	n/a	Yes	Yes	Yes	No		Yes	Yes	Yes	Yes	Recycled material, demonstration projects and rubber asphalt administered by DED, DEC, DOT.		No	Scrap tire bill passed June 2003 gives NY first ever comprehensive scrap tire program.					
North Carolina	2%	Tire Sales Tax	Tire Dealer			No	No	Yes	Yes	Yes	No		Yes	Yes	Yes	No	Funds for reimbursement to improve the use of recycled materials.	None	No						
North Dakota	\$2	New Vehicle Sales Fee	State				No	Yes	Yes	No	No		No	No	Yes	No	None	None	Yes						
Ohio	\$1.00	Per Tire	Tire Wholesaler				No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Loans and grants available to scrap tire businesses.	None	No						
Oklahoma	\$1.00/pass. \$3.50/ truck	Per Tire	Tire Dealer		Waste Tire Indemnity fund created.		No	No	Yes	Yes	No		Yes	Yes	Yes	No	\$0.50/tire reimbursement fee to processors demonstrating 10% of tires coming from designated illegal tire dumps. Additional \$0.35/tire available if tire collection provided in every county.	None	Yes	Riverbank stabilization projects are eligible for \$1.50/truck tire when sources from priority dump sites.					
Oregon	None	Per Tire	Tire Dealer	10/1/92				Yes	Yes	Yes	No		No	No	Yes	No	None	None	No						
Pennsylvania	\$1.00	Per Tire	Tire Dealer		All funds diverted for mass transit systems.			No	Yes	Yes	No		Yes	Yes	Yes	Yes	\$1 million Env. Technology Fund offers low interest loans for recycling research & development projects and recycling equipment funding.	5% price preference for State purchases of products containing recycled materials.	Yes						
Rhode Island	\$1.25	Per Tire	Tire Dealer		Hard-to-Dispose material Account created.		No	No	Yes				No	No	No	No	None	None	Yes						
South Carolina	\$2.00	Per Tire	Tire Dealer		Waste Tire Fund created.		No	No	Yes	Yes	No		Yes	Yes	Yes	Yes	Tire dealers may keep 3% of \$2/tire collected for administration costs and \$1/tire sent to a permitted waste tire recycling/disposal facility.	None	Yes						
South Dakota	\$1.00	Registration Fee	State				No	No	Yes	Yes	No		Yes	No	Yes	No	State funding for TDF programs.	None	Yes						
Tennessee	\$1.00	Per Tire	Tire Dealer				No	No	Yes	Yes	No		Yes	No	Yes	No	Grant reimbursement for beneficial end uses of waste tires.	None	Yes	Each county has waste tire collection site. DEC has contracted with private shredding service to process tires at county collection sites. All tires banned from landfill in 2002.					
Texas	None	na	na	12/31/97		No	No	Yes	Yes				Yes	No	Yes	No	None	None	Yes	State recently depleted fund of almost \$5 m to cleanup two largest piles.					

STATE LEGISLATION - SCRAP TIRE DISPOSAL					Rubber Manufacturers Association Web site, July 2003 http://www.rma.org/scrap_tires/state_issues/																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
State	Fee Collected	Fee Basis	Fee Collected by:	Fee Sunset Date	Fee Account	Prohibit Collection of Additional Fees?	Manifest Required?	Collection / Transportation Reg. Or Permit Required?	Storage/Disposal Reg. Or Permit Required?	Whole Tires Banned from Landfill?	Cut/Shredded Tires Banned from Landfill?	Monofills Allowed?	Stockpile Clean-Up Program Exist?	Active Clean-Up Program?	Use in C.E. projects approved?	Use in C.E. projects encouraged?	Subsidies/Grants/Loans	Market Incentives	Markets Establish to Handle Annual Generation?	Comments:	
Utah	\$0.50	Per Tire	Tire Dealer		Recycling Fund created.		No	Yes	Yes	Yes	No		Yes	Yes	Yes	No	Local Health Departments provide recyclers up to \$70/ton for TDF or recycling into manufactured products.	None	Yes		
Vermont	None	na	na	na	na			Yes	Yes	Yes	Yes	No	No	No	Yes	No	Market development grants provided to stimulate in-State demand for recycled materials.	5% price preference for State purchases of products containing recycled materials.	Yes		
Virginia	\$1.00	Per Tire	Tire Dealer	None	Waste Tire Trust Fund created.		No	Yes	Yes	Yes	No		Yes	Yes	Yes	Yes	End user reimbursement program.	None	Yes	\$50 increase in 2003 goes to tire fund	
Washington	None	na	na	1994	na		No	Yes	Yes				No	No	Yes	No	None	None	No		
West Virginia	\$5.00	Vehicle Title	State				No	Yes	Yes	Yes	Yes		Yes	Yes	Unknown	No	None	None	No		
Wisconsin	None	na	na	6/30/96	na		No	Yes	Yes	Yes			No	No	No	No	Subsidize \$20/ton for the development and operation of certain types of reuse facilities from \$750,000 annual budget.	Waste tires used to make a product reimbursed \$0.02/lb.	No	Ended market subsidy at the end of 1996.	
Wyoming	None	na	na	na	na		No	Yes	Yes	No	No		No	No	Unknown	No	None	None	No		
SOURCES:																					
1. EPA-530-B-99-002, State Scrap Tire Programs - based on April 1998 state survey																					
2. RMA																					
3. Updated information from M. Blumenthal/J. Falardeau. Updated July, 2003																					
SUMMARY																					
34	States have fees																				
8	State collect fees																				
1	State - Importer collects fees																				
1	State - Wholesaler collects fees																				
23	States have dedicated scrap tire funds, based on fees collected																				
10	States require manifests for collection and disposal of scrap tires																				
5	States do not allow the tire dealer to collect additional fees for tire disposal																				
34	States require scrap tire collectors / transporter to be registered or permitted.																				
46	States require collection / disposal facilities to be registered or permitted.																				
37	States ban whole tires from landfills																				
9	States ban cut / shredded tires from landfills																				
34	States have stockpile clean-up programs																				
19	States have active stockpile clean-up programs																				
39	States approve tire shreds for Civil Engineering applications																				
17	States encourage the use of tire shreds for Civil Engineering applications																				
33	States provide grants and/or loans for scrap tire processors, recyclers																				
18	States have market development incentives																				
34	States have markets sufficient to handle annual generation																				

Appendix 5

- **Registration Forms for Transporters, Processors and Storage Facilities**
- **Waste Tire Manifest Form**
- **Annual Tire Summary Form**
- **Listing of Registered Tire Transporters**
- **Listing of Registered Tire Processors and Storage Facilities**

IDEM WASTE TIRE TRANSPORTER REGISTRATION

This application shall be used to apply for all waste tire transporter operation registrations pursuant to 329 IAC 15-4 and 329 IAC 15-5. Upon completion, please return this application, an **application fee of \$25.00**, and any related materials to the following address:

IDEM Cashier's Office
P.O. Box 7060
Indianapolis, IN 46207-7060

Make checks payable to **IDEM Waste Tire Management Fund**. For more information, contact IDEM's Office of Land Quality, Solid Waste Permits Section, at (317) 232-0066.

☐ **Please ensure that everything on your application is complete.
Incomplete applications may be denied by IDEM.**

A. General Registration Information (please print or type all information below)

Please check one: ☐ New Facility ☐ Existing Facility

Operator Information		
Operator Name:		
Street (Mailing) Address :		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	
Facility Information	County:	
Facility Name:		
Contact Person:		
Site Location (No P.O. Boxes):		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	

B. Transporter Information (please print or type all information below)

Truck Owner Information			
Truck Owner's Name:			
Street (Mailing) Address:			
City:	State:	Zip:	
Day Telephone Number () —	Evening Telephone Number () —		
Vehicle Information			
Number of Trucks:	Number of Semi Tractors:	Number of Semi Trailers:	Number of Roll-off Containers:
Manifest Documentation: (check one) <input type="radio"/> State Sample Format <input type="radio"/> Own Form (submit copy)			
Additional Information - see back of form		Waste Tire Account #2640-435300-101300	

Additional Information

Please provide the name, address, phone number, and description of **ALL** facilities where tires will be taken. Use the form below or provide a list with the same information. Include a brief description of the tire transporting operations, explaining the anticipated sources, types, and quantities of waste tires transported.

Note: If you are registered in another state(s) as a waste tire transporter, please provide the name of the state and the registration number. **State(s):** _____, _____, **Registration Number(s):** _____, _____.

Facility Name (tires transported to):							
Site Location (No P.O. Boxes):							
City:		State:	Zip:				
Day Telephone Number () —		Evening Telephone Number () —					
Check all below which apply							
<input type="checkbox"/>	Re-tread facility	<input type="checkbox"/>	Landfill	<input type="checkbox"/>	Waste tire processor	<input type="checkbox"/>	Used tire dealer
<input type="checkbox"/>	Tire Derived Fuel	<input type="checkbox"/>	Other (explain)				

C. Waste Tire Certificate Statement

I hereby acknowledge that I have read 329 IAC 15-4 and 15-5 and will operate my waste tire transporting operation in compliance with these requirements.

Name of Owner (print or type): _____

Owner Signature: _____

I understand that a person may not maintain a waste tire storage site in Indiana unless the person has registered the waste tire storage site under IC 13-20-13 and holds a valid certificate of registration.

Land Owner Name (print or type): _____

Land Owner Signature: _____

NOTICE TO APPLICANTS: EFFECTIVE 7/2/99, TO APPLY FOR A CERTIFICATE OF REGISTRATION AS A WASTE TIRE TRANSPORTER, THE APPLICANT MUST SUBMIT EVIDENCE OF FINANCIAL ASSURANCE IN THE AMOUNT OF AT LEAST \$10,000, AS PROVIDED BY IC 13-20-14-5(b). PLEASE BE SURE TO SUBMIT THIS DOCUMENTATION TO IDEM WITH YOUR APPLICATION FOR REGISTRATION.

IDEM WASTE TIRE PROCESSING FACILITY REGISTRATION

This application shall be used to apply for a waste tire processing facility operation registration pursuant to 329 IAC 15-3. Upon completion please return this application, with the **\$200 application fee**, and any related materials to the following address:

IDEM Cashier's Office
P.O. Box 7060
Indianapolis, IN 46207-7060

Make checks payable to ***IDEM Waste Tire Management Fund***. For more information, contact IDEM's Office of Land Quality, Solid Waste Permits Section, at (317) 232-0066.

☐ Please ensure that everything on your application is complete.
Incomplete applications may be denied by IDEM.

A. General Registration Information (please print or type all information below)

Please check one: ☐ New Facility ☐ Existing Facility

Operator Information		
Operator Name:		
Street (Mailing) Address:		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	
Facility Information		County:
Facility Name:		
Contact Person:		
Site Location (No P.O. Boxes):		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	

B. Processing Site Information (please print or type all information to be provided)

Property Owner Information		
Name:		
Street (Mailing) Address:		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	

Additional Information - see back of form

Waste Tire Account #2640-435300-101300

Additional Information Required

1. Brief narrative description of the proposed operation including:
 - a. The anticipated sources and quantities of the incoming waste tires.
 - b. The names and locations of all facilities which shall be the destination for the processed tires.
 - c. The storage method for all waste tires to be stored at the site, i.e. outdoors, in a building, or in an enclosed vehicle.
 - d. The proposed method of processing the waste tires.
 - e. A contingency plan which complies with 329 IAC 15-3-18.
2. Indiana law, IC 13-15-8 requires that applicants seeking to undertake permitted activities on undeveloped land or on land for which no valid existing permit has been issued, must notify all adjoining land owners and occupants (including those persons owning or occupying property across the street or road from your site) within ten (10) days of submitting the application. Therefore, please notify all adjoining property owners and occupants as required by the attached affidavit. In addition, as stated in the Administrative Orders and Procedures Act (AOPA) IC 4-21.5, IDEM is required to provide public notice of the registration of waste tire processing operations and/or waste tire storage sites. Therefore, please provide the name(s) and mailing address(es) of each of the adjoining property owners and occupants you notified, or plan to notify, to meet the notification requirements of this application for a certificate of registration for your site. You should also include the name(s) and address(es) of any other party which could be considered potentially affected by your proposed operation.

C. Waste Tire Certificate Statement

I hereby acknowledge that I have read 329 IAC 15-3 and will operate my waste tire processing operation in compliance with these requirements.

Name of Owner (print or type): _____

Owner Signature: _____

I understand that a person may not maintain a waste tire storage site in Indiana unless the person has registered the waste tire storage site under IC 13-20-13 and holds a valid certificate of registration.

Land Owner Name (print or type): _____

Land Owner Signature: _____

IDEM WASTE TIRE STORAGE FACILITY REGISTRATION FORM

This application shall be used to apply for a waste tire storage site registration pursuant to 329 IAC 15-3. Upon completion, please return this application with the **\$500 application fee**, and any related materials to the following address:

IDEM Cashier's Office
P.O. 7060
Indianapolis, IN 46207-7060

Make checks payable to ***IDEM Waste Tire Management Fund***. For more information, contact IDEM's Office of Land Quality, Solid Waste Permits Section, at (317) 232-0066.

<input type="radio"/> Please ensure that everything on your application is complete. Incomplete applications may be denied by IDEM.
--

A. General Registration Information (please print or type all information below)

Please check one:

☐ **9 New Facility**

☐ **9 Existing Facility**

Operator Information		
Operator Name:		
Street (Mailing) Address:		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	
Facility Information	County:	
Facility Name:		
Contact Person:		
Site Location (No P.O. Boxes):		
City:	State:	Zip:
Day Telephone Number () —	Evening Telephone Number () —	

Waste Tire Account #2640-435300-101300

B. Storage Site Information (please print or type all information to be provided)

Property Owner Information									
Name:									
Street (Mailing) Address:									
City:			State:		Zip:				
Day Telephone Number () —			Evening Telephone Number () —						
Maximum Quantity of Waste Tires to be Stored at Facility									
Number of Tires Pieces in Passenger Tire Equivalents (PTEs)				Number of Whole Tires in Passenger Tire Equivalents (PTEs)					
Closure Cost Estimate: Total PTEs from above and multiply by \$1.00 is recommended, any lesser amount must have a justification attached to this application. \$ _____									
Conversion Factors Maximum Quantity of Waste Tires to be Stored at Facility				Tire Pieces			Whole Tires		
				multiply		to get	multiply	by	to get
multiply pounds by 0.04 to obtain PTE				cubic ft	0.8	PTE	cubic ft	0.3	PTE
multiply PTE by 25 to obtain pounds				cubic yd	21.6	PTE	cubic yd	6.8	PTE
				PTE	1.25	cubic ft	PTE	4	cubic ft
				PTE	0.05	cubic yd	PTE	0.2	cubic yd

Additional Information Required

1. Legal description of the facility.
2. A description of the buildings, signs, notices and alarms to be used at the site.
3. USGS topographical survey which clearly delineates the boundaries of the facility.
Waste tire site map including: property lines, on-site buildings, location of tire storage areas and the related dimensions, separation distances between tire piles.
4. Brief narrative description of the proposed operation including:
 - a. The anticipated sources and quantities of the incoming waste tires.
 - b. The names and locations of all facilities which shall be the destination for the processed tires and any waste generated by the facility.
 - c. The storage method for all waste tires to be stored at the site, outdoors, in a building, or in an enclosed vehicle.
 - d. The proposed method of processing the waste tires, if applicable.

5. Indiana law, IC 13-15-8, requires that applicants seeking to undertake permitted activities on undeveloped land or on land for which no valid existing permit has been issued, must notify all adjoining land owners and occupants (including those persons owning or occupying property across the street or road from your site) within ten (10) days of submitting the application. Therefore, please notify all adjoining property owners and occupants as required by the attached affidavit. In addition, as stated in the Administrative Orders and Procedures Act (AOPA) IC 4-21.5, IDEM is required to provide public notice of the registration of waste tire storage facilities. Therefore, please provide the name(s) and mailing address(es) of each of the adjoining property owners and occupants you notified, or plan to notify, to meet the notification requirements of this application for a certificate of registration for your site. You should also include the name(s) and address(es) of any other party which could be considered potentially affected by your proposed operation.
6. For waste tire storage sites which will store at least one thousand (1,000) whole waste tires or one thousand (1,000) altered waste tires, the applicant must provide the following information on forms provided by the department:
 - a. A written estimate of closure costs in accordance with 329 IAC 15-5-1.
 - b. A description of the mechanism to be used for financial assurance.
 - c. A copy of the financial assurance document in accordance with 329 IAC 15-5-8.
 - d. A contingency plan which complies with 329 IAC 15-3-18.

C. Waste Tire Certificate Statement

I hereby acknowledge that I have read 329 IAC 15-3 and 15-5 and will operate my waste tire storage operation in compliance with these requirements.

Name of Owner (print or type): _____

Owner Signature: _____

I understand that a person may not maintain a waste tire storage site in Indiana unless the person has registered the waste tire storage site under IC 13-20-13 and holds a valid certificate of registration.

Land Owner Name (print or type): _____

Land Owner Signature: _____

WASTE TIRE MANIFEST

Indiana Department of Environmental Management

Use of this form is required by 329 IAC 15-4-13 and IC 13-20-14-5.

GENERATOR	
Generator Name _____	Shipment Origin _____
Mailing Address _____	Location Address _____
City _____	City _____
Telephone Number (including area code) _____	Telephone Number (including area code) _____
Description of Shipment: Material: _____ (Whole tires, Shredded tires, etc.)	
If whole tires, how many of each type: Passenger car tires _____ Truck tires _____ Other tires _____	
If shredded tires, approximate weight (in tons) _____ or volume (in cubic yards) _____	
Generator's Authorized Agent _____	Signature _____ Date of Shipment _____
TRANSPORTER	
Registration No. _____	Telephone: (_____) _____
Transporter Name: _____	Driver's Name: _____
Address: _____	THE TRANSPORTER MUST GIVE A COMPLETED COPY OF THIS FORM TO THE GENERATOR.
City _____	
I CERTIFY THAT THE MATERIAL DESCRIBED ABOVE WAS PICKED UP AT THE SITE DESCRIBED ABOVE.	
Driver's Signature _____	Date of Pickup _____
DESTINATION	
Site Name: _____	Telephone: (_____) _____
Address: _____	Permit/Registration No. _____
City _____	State: _____
I CERTIFY THAT THE MATERIAL DESCRIBED ABOVE HAS BEEN ACCEPTED AND, TO THE BEST OF MY KNOWLEDGE, THIS INFORMATION IS TRUE AND ACCURATE.	
Name of Authorized Agent _____	Signature _____ Receipt Date _____
THE WASTE TIRE TRANSPORTER MUST COMPLETE THIS FORM FOR EACH SHIPMENT OF WASTE TIRES.	

ANNUAL TIRE SUMMARY
Indiana Department of Environmental Management
Use of this form is required by 329 IAC 15-3-20(b) and IC 13-20-13-5.

Section A. Facility Information									
Name:					Registration Number:				
Mailing Address: Street City State Zip Code									
Facility Contact Person: Telephone Number (include area code):									
Section B. Reporting Time Period									
January 1 through December 31, 20____									
Section C. Tire Summary Information for the Calendar Year									
Number of Waste Tires Received at this Facility: _____ <input type="checkbox"/> whole waste tires <input type="checkbox"/> cubic yards <input type="checkbox"/> cubic feet <input type="checkbox"/> pounds <input type="checkbox"/> PTEs									
Number of Waste Tires Disposed of by this Facility:									
Number		Unit		Destination			Disposal Method		
Number of Whole Waste Tires Remaining in Storage					Number of Waste Tire Pieces Remaining in Storage				
Passenger Tire Equivalents (PTEs) _____					Passenger Tire Equivalents (PTEs) _____				
Section D. Conversion Factors									
			Tire Pieces			Whole Tires			
<u>multiply</u>	<u>by</u>	<u>to obtain</u>	<u>multiply</u>	<u>by</u>	<u>to obtain</u>	<u>multiply</u>	<u>by</u>	<u>to obtain</u>	
pounds	0.04	PTE	cubic feet	0.8	PTE	cubic feet	0.25	PTE	
PTE	25	pounds	cubic yards	21.6	PTE	cubic yards	6.75	PTE	
			PTE	1.25	cubic feet	PTE	4	cubic feet	
			PTE	0.046	cubic yards	PTE	0.15	cubic yards	
Section E. Certification									
I certify that the information in this summary is true, accurate, and complete to the best of my knowledge.									
Authorized Signature _____				Title _____			Date _____		

**INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
IN-STATE & OUT-OF-STATE TIRE TRANSPORTER REGISTRATION LIST**

NOTE: This list does not constitute endorsement by IDEM of any individual registrant. It indicates only that the entity has obtained a registration by meeting the requirements for initial registration or renewal. It is recommended that you contact the facility directly to determine their operational status and capabilities. You may obtain compliance information for these sites by contacting the Agricultural and Solid Waste Compliance Section at (317) 308-3016. Download updates of this list @ <http://www.in.gov/idem/land/sw/permitting/registeredtiretransporters.pdf>.

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County (In-state) State (Out-of-state)	Reg. #	Facility Name	Contact Person	Street Address	City	ST	Zip Cd.	Phone
ADAMS	001-T-00393	ENVIRONMENTAL DRAINAGE SYSTEM	REX REYNOLDS	3944 EAST S.R. 124	DECATUR	IN	46733	260-592-7799
ADAMS	001-T-00467	DECATUR SALVAGE, INC.	LARRY IMEL	7870 N. HIGHWAY 27	DECATUR	IN	46733	260-724-7101
ALLEN	002-T-00011	WASTE MGMT. OF INDIANA L.L.C.	KELLY SMITH	4636 ADAMS CENTER RD	FT. WAYNE	IN	46806	260-441-2719
ALLEN	002-T-00312	TIRE MART	DANNY MCMAHAN	3111 COVINGTON ROAD	FT. WAYNE	IN	46819	219-747-3340
ALLEN	002-T-00482	NATIONAL SERV-ALL	BRET BOCCABELLA	6231 MACBETH ROAD	FT. WAYNE	IN	46809	219-478-0315
CLINTON	012-T-00413	FRANKFORT TIRE DISPOSAL	BOYD MARTIN	905 BURLINGTON AVE.	FRANKFORT	IN	46041	765-659-2912
DELAWARE	018-T-00113	CR 3	MIKE GRUPPE	2501 MOUNT PLEASANT BLVD.	MUNCIE	IN	47302	765-286-6999
DUBOIS	019-T-00430	HUMBERT'S TIRE & WIRE RECYCLING	TERESA HUMBERT	1264 NORTH, 775 EAST	CELESTINE	IN	47521	812-678-3703
ELKHART	020-T-00104	ELK DISTRIBUTING INC.	JIM SHREINER	57858 CHARLOTTE AVENUE	ELKHART	IN	46517	574-296-7909
FLOYD	022-T-00436	C.C.E., INC.	JEFFREY EASTRIDGE	1031 EAST 6TH STREET	NEW ALBANY	IN	47150	812-945-8977
HENDRICKS	032-T-00093	RAY'S TRASH SERVICE INC.	DONALD MATTHEWS	3859 EAST U.S. 40	CLAYTON	IN	46118	317-539-2024
HENDRICKS	032-T-00296	CITY TIRE & SALVAGE COMPANY	GEORGE HANNELL	3110 W. US HWY 40	CLAYTON	IN	46118	317-539-6464
HENRY	033-T-00443	HAYES LANDFILL, INC.	RANDY HAYES	3450 S. SPICELAND RD.	NEW CASTLE	IN	47362	765-529-2337
JACKSON	036-T-00463	RUMPK-UNIONTOWN TIRE RECYCLING FACILITY	THOMAS WILLCUTT	3512 SOUTH U.S. HWY 31	CROTHERSVILLE	IN	47229	812-793-3550
JAY	038-T-00027	McCORMICK TIRE	JORDAN McCORMICK	222 S. UNION ST.	REDKEY	IN	47373	765-369-2234
KNOX	042-T-00298	STEWART RECYCLING INC.	ERIC STEWART	10701 E. HAMLIN CHAPEL RD.	MONROE CITY	IN	47557	812-743-5231
KOSCIUSKO	043-T-00012	WASTE MGMT. OF WARSAW	KELLY SMITH	2352 N. BOEING ROAD	WARSAW	IN	46580	574-269-5948

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County (In-state) State (Out-of-state)	Reg. #	Facility Name	Contact Person	Street Address	City	ST	Zip Cd.	Phone
LAKE	045-T-00135	JACK GRAY TRANSPORT INC.	CHRIS WILSON	4600 E. 15TH AVENUE	GARY	IN	46403	219-938-7020
LAKE	045-T-00145	ILLIANA DISPOSAL & RECYCLING	ROBERT DOWLING	865 WHEELER ST.	CROWN POINT	IN	46307	219-662-8600
LAKE	045-T-00327	HELLMAN'S AUTO SUPPLY CO. INC.	JERRY SCHMIDT	612 E. 5TH AVENUE	GARY	IN	46402	219-885-7655
LAKE	045-T-00453	T. C. TRANSPORT, INC.	ZDZISLAW GRYZMALA	3856 KINGSWAY CT.	CROWN POINT	IN	46307	312-907-9816
LAKE	045-T-00458	P & C TRUCKING ENTERPRISES, INC.	PAUL WILTJER	4410 ROSS ROAD	GARY	IN	46408	219-972-0193
LAPORTE	046-T-00411	PAUL'S AUTO YARD, INC.	PAUL SHAFER	651 WEST S.R. 2	WESTVILLE	IN	46391	574-785-2613
LAWRENCE	047-T-00457	LAWRENCE CO. SWMD TRANSFER STATION	RON WALKER	ONE LANDFILL ROAD	BEDFORD	IN	47421	812-278-7439
MADISON	048-T-00325	BROADWAY TIRE	DANIEL MCKENZIE	2002 N. BROADWAY	ANDERSON	IN	46012	765-649-1747
MARION	049-T-00053	GROOMS TIRE RECYCLING	ANVER GROOMS	1315 S. DROVER	INDIANAPOLIS	IN	46221	317-238-0388
MARION	049-T-00081	REPUBLIC SERVICES OF INDIANA, LP	JERRY KREUZMAN	10,000 E. 56TH STREET	INDIANAPOLIS	IN	46236	317-823-6881
MARION	049-T-00084	INDOT	MATT FRAZER	100 NORTH SENATE AVE. ROOM N848	INDIANAPOLIS	IN	46204	317-233-0582
MARION	049-T-00094	PETRO'S TIRE SERVICE	C. EUGENE HENDRICKS	2120 S. HARDING ST.	INDIANAPOLIS	IN	46221	317-635-8467
MARION	049-T-00227	MOSQUITO CONTROL	LARRY LOBDELL	4001 E. 21ST STREET	INDIANAPOLIS	IN	46218	317-221-7440
MARION	049-T-00426	TIRE RECYCLERS OF AMERICA, LLC	MICHAEL SAUER	1428 W. HENRY STREET	INDIANAPOLIS	IN	46221	317-431-4995
MARION	049-T-00476	AMERICAN INDUSTRIAL SERVICES, LLC	GREG SPEARS	8500 GEORGETOWN ROAD	INDIANAPOLIS	IN	46268	317-871-4091
MARSHALL	050-T-00441	PYRAMID EXCAVATION & CONSTRUCTION, INC.	RON WEDEL	402 N. LIBERTY DRIVE	BREMEN	IN	46506	574-546-5176
MIAMI	052-T-00001	LEFFLER TIRE RECYCLING	DENNIS LEFFLER	138 EAST 8TH STREET	PERU	IN	46970	765-472-2693
MONTGOMERY	054-T-00234	TRACTION AUTO PARTS, INC.	DICK GOLLADAY	2900 TRACTION ROAD	CRAWFORDS VILLE	IN	47933	765-362-3160
MONTGOMERY	054-T-00341	BUPP'S TIRE SERVICE	WAYNE BUPP	R.R. 1, BOX 266A	CRAWFORDS VILLE	IN	47933	765-723-1571
MORGAN	055-T-00464	JJ'S TIRE RECYCLING	JENNY BROWN	3880 LOWER PATTON PARK RD.	MARTINSVILL E	IN	46151	765-349-6056
MORGAN	055-T-00479	NATIONWIDE OTR RECYCLERS	BRUCE BURGIN	8550 OLD S.R. 37 NORTH	MARTINSVILL E	IN	46151	775-742-7537
PERRY	062-T-00459	WHITE OAK TIRE DISPOSAL, INC.	RALPH SIMS	6377 S.R. 237	CANNELTON	IN	47520	800-304-0349

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County (In-state) State (Out-of-state)	Reg. #	Facility Name	Contact Person	Street Address	City	ST	Zip Cd.	Phone
PORTER	064-T-00067	ABLE DISPOSAL-MEYER WASTE SYSTEMS, INC.	BRUCE JAMES	809 WABASH AVENUE	CHESTERTON	IN	46304	219-926-1046
PORTER	064-T-00168	UNIVERSAL RECYCLING INC.	RICHARD SCHAU	156 E. U.S. HIGHWAY 20	CHESTERTON	IN	46304	219-926-8726
PORTER	064-T-00400	WASTE MGMT. OF NW INDIANA	KELLY SMITH	2000 DOMBEY ROAD	PORTAGE	IN	46368	574-229-3735
PUTNAM	067-T-00337	RHS RECYCLING & TRANSFER STATION	SCOTT MOON	525 W. COLUMBIA STREET	GREENCASTLE	IN	46135	800-480-3902
RANDOLPH	068-T-00079	BEST WAY OF INDIANA, INC.	GARY FINE	7256 W. C.R. 600 S.	MODOC	IN	47358	765-853-5714
RIPLEY	069-T-00483	BUD'S TIRE SERVICE	LEONARD "BUD" PEASLEE	P.O. BOX 153, 111 E. BEECH ST.	OSGOOD	IN	47037	812-689-6869
ST. JOSEPH	071-T-00025	DILLON TIRE RECYCLING INC.	RAYMOND DILLON	66820 STATE ROAD 23	N. LIBERTY	IN	46554	574-656-3429
ST. JOSEPH	071-T-00031	SUPERIOR WASTE SYSTEMS	JILL ANDRZEJEWSKI	20645 W. IRELAND RD.	SOUTH BEND	IN	46614	219-299-4571
ST. JOSEPH	071-T-00200	HOOSIER RACING TIRE CORP.	BRUCE ABEL	65465 US 31	LAKEVILLE	IN	46536	219-784-3152
ST. JOSEPH	071-T-00469	MICHAEL'S TIRE RECYCLING	DEBRA BAILEY/KERI SCHMITT	700 WEST CHIPPEWA	SOUTH BEND	IN	46614	574-299-4077
SHELBY	073-T-00232	TERRY'S TIRE RECOVERY	TERRY SMITH	7948 N. 250 EAST	SHELBYVILLE	IN	46176	765-763-6148
STEUBEN	076-T-00271	N.E. INDIANA SWMD	PAM DECAMP	2320 W. 800 S. BOX 370	ASHLEY	IN	46705	219-587-3063
TIPPECANOE	079-T-00014	WASTE MGMT OF CENTRAL IND. MARKET AREA	DAN FAY	2120 WABASH AVENUE	LAFAYETTE	IN	47905	765-477-7713
TIPPECANOE	079-T-00029	MOBILE SCRAP TIRE PROCESSING & DISPOSAL	PHILIP MULLEN	2930 SAGAMORE PKWY. N.	LAFAYETTE	IN	47904	765-447-5115
VANDEBURGH	082-T-00098	BFI WASTE SYSTEMS OF NORTH AMERICA	JERRY ARMAN	2017 NORTH FARES AVE.	EVANSVILLE	IN	47711	812-426-6308
VANDEBURGH	082-T-00277	RABEN TIRE COMPANY	LARRY RABEN	1108 N. FARES AVENUE	EVANSVILLE	IN	47711	812-465-5555
VANDEBURGH	082-T-00455	ONYX WASTE SERVICES, INC.	JOE SUTTON	8736 BAUMGART ROAD	EVANSVILLE	IN	47725	812-867-0699
VERMILLION	083-T-00348	J & B RECYCLING	JACK MARSHALL	3865 E. 775 SOUTH	HILLSDALE	IN	47854	765-245-2678
VIGO	084-T-00434	WABASH VALLEY RECYCLING, INC.	DENNIS HOGGATT	5584 NORTH HWY 41	TERRE HAUTE	IN	47805	812-460-4499
VIGO	084-T-00437	VICTORY ENVIRONMENTAL SERVICES	TERRY NEICE	12247 S. MILL STREET	TERRE HAUTE	IN	47802	812-299-9227

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County (In-state) State (Out-of-state)	Reg. #	Facility Name	Contact Person	Street Address	City	ST	Zip Cd.	Phone
VIGO	084-T-00468	NORTHSIDE TIRE SERVICE CENTER, INC.	ANNETTE POWELL	910 N. 10TH STREET	TERRE HAUTE	IN	47807	812-232-3640
WABASH	085-T-00448	WABASH VALLEY REFUSE CO., LTD.	DAVE WELLING	316 SPRING VALLEY ROAD	WABASH	IN	46992	219-563-2539
WARRICK	087-T-00213	R&R AUTO SALVAGE	DALE RANKIN	1255 PELZER ROAD	BOONVILLE	IN	47601	812-897-0365
WARRICK	087-T-00484	INVITE MANAGEMENT, INC.	MICHAEL BRADY	8075 WEST S.R. 62	CHANDLER	IN	47610	812-925-3610
WAYNE	089-T-00165	RECYCLING CENTER INC.	DEBRA EDELMAN	630 SOUTH "M" STREET, P.O. BOX 2038	RICHMOND	IN	47375	765-966-8295
WAYNE	089-T-00456	NEW PARIS PIKE LANDFILL	JOE BARTLE	5242 NEW PARIS PIKE	RICHMOND	IN	47374	765-983-7457
ILLINOIS	093-T-00066	MORTON SUPPLIES INC.	FRED SCHMIDGALL	1310 WEST BIRCHWOOD	MORTON	IL	61550	309-266-7173
ILLINOIS	093-T-00075	LAKIN GENERAL CORP.	KEN LAKIN	2044 N. DOMINICK ST.	CHICAGO	IL	60614	773-871-6360
ILLINOIS	093-T-00083	MEIER BROS. TIRE SUPPLY INC.	MICHAEL YURKOWSKI	P.O. BOX 236, AT I-57 E. FRONTAGE ROAD N.	ASHKUM	IL	60911	815-698-2122
ILLINOIS	093-T-00197	NEW HEIGHTS RECOVERY, ILLINOIS LLC	BOB GARCIA	P.O. BOX 156, #6 COULTER RD.	DUPO	IL	62239	618-286-4545
ILLINOIS	093-T-00392	K.R. DRENTH TRUCKING INC.	STEVE RUCKERT	13720 S. KOSTNER AVE.	CRESTWOOD	IL	60445	708-388-2222
ILLINOIS	093-T-00406	ILLINOIS BULK CARRIER	KEVIN DUNNING	700 EAST JOE ORR ROAD	CHICAGO HEIGHTS	IL	60411	708-758-5800
ILLINOIS	093-T-00420	BICKETT CONSTRUCTION	KIM BICKETT	13475 ROUND POND ROAD	SHAWNEETO WN	IL	62984	618-269-3117
ILLINOIS	093-T-00421	NEW HEIGHTS RECOVERY & POWER, LLC	KIM FOSCO	1705 COTTAGE GROVE AVE.	FORD HEIGHTS	IL	60411	708-757-4826
ILLINOIS	093-T-00446	BRIDGESTONE/FIRESTONE TIRE DIST. CTR.	JOE MENNE	2100 INTERNATIONALE PKWY.	WOODRIDGE	IL	60517	630-972-4838
ILLINOIS	093-T-00449	WASTE MGMT, INC.-CHICAGO SORTING CTRS.	SCOTT COMBIS	3757 WEST 34TH STREET	CHICAGO	IL	60623	773-301-4452
MICHIGAN	094-T-00266	ENTECH, INC.	CRAIG DETWEILER	69676 M-103	WHITE PIGEON	MI	49099	616-483-2318
MICHIGAN	094-T-00272	LARRY'S TIRE	LARRY COLE	4441, 30TH AVENUE	BLANCHARD	MI	49310	989-365-3029
MICHIGAN	094-T-00408	S.E. BERRIEN CO. LF AUTHORITY INC.	BRUCE KNAPP	3200 CHAMBERLAIN ROAD	BUCHANAN	MI	49107	616-695-2500
OHIO	095-T-00152	CENTRAL OHIO CONTACTORS INC.	BRIAN HATFIELD	3041 JACKSON PIKE	GROVE CITY	OH	43123	614-871-8097
OHIO	095-T-00365	MAZE TIRE DISPOSAL	SUSAN MAZE	17471 NATIONAL ROAD	WAPAKONETA	OH	45895	419-645-6432

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OHIO	095-T-00380	RUMPKE SANITARY LANDFILL INC.	JOHN HATTERSLEY	10795 HUGHES ROAD	CINCINNATI	OH	45251	513-851-0122
OHIO	095-T-00485	LIBERTY TIRE SERVICES OF OHIO, LLC	BRIAN HATFIELD	3041 JACKSON PIKE	GROVE CITY	OH	43123	614-871-8097
KENTUCKY	096-T-00072	PORTER TIRE CENTER INC.	EDWARD PORTER	18361 WEST U.S. HWY. 60	OLIVE HILL	KY	41164	606-286-4484
KENTUCKY	096-T-00250	TIRE RECYCLING INC.	KEN FRAZIER	4981 JACK HINTON RD.	PHILPOT	KY	42366	270-729-2447
KENTUCKY	096-T-00275	MARTIN'S TIRE CO., INC.	KENT MARTIN	2071 HWY. 60 WEST	MARION	KY	42064	270-965-3613
KENTUCKY	096-T-00305	RUMPKE-LOUISVILLE TRANSFER STATION	GREG SOWDER	1101 WEST OAK ST.	LOUISVILLE	KY	40210	502-568-3800
KENTUCKY	096-T-00427	TIRE SHREDDING & RECYCLING, INC.	JAMES WILKINS	1011 ULRICH AVENUE	LOUISVILLE	KY	40219	502-968-0635
MINNESOTA	097-T-00189	GREENMAN TECHNOLOGIES OF MN, INC.	RAHNI BAHR	12498 WYOMING AVENUE SOUTH	SAVAGE	MN	55378	952-894-5280
NEW JERSEY	102-T-00473	RECOVERY TECHNOLOGIES GROUP, INC.	DAVID KEMPF	7000 BOULEVARD EAST	GUTTENBERG	NJ	07093	201-854-7777

Indiana Waste Tire Processors & Storage Facilities

September 15, 2003

FACILITY NAME	FACILITY ADDRESS	FACILITY CITY	FACILITY ST ZIP CD	TELEPHONE
AAA Mobile Tire Kutter	304 Miles Street	Alexandria	IN 46001	765-620-1473
Bupp's Tire Service	R.R. 1, Box 266A	Crawfordsville	IN 47933	765-723-1571
C.C.E., Inc.	1031 East 6 th Street	New Albany	IN 47150	812-945-8977
City Tire and Salvage Company	3110 W. U.S. Hwy 40	Clayton	IN 46118	317-539-6464
Dillon Tire Recycling, Inc.	66820 State Road 23	North Liberty	IN 46554	574-656-3429
Elk Distributing, Inc.	57858 Charlotte Avenue	Elkhart	IN 46517	574-296-7909
Environmental Drainage System	3944 East State Road 124	Decatur	IN 46733	260-592-7799
Frankfort Tire Disposal	905 Burlington Avenue	Frankfort	IN 46041	765-659-2912
Grooms Tire Recycling, Inc.	1315 S. Drover Street	Indianapolis	IN 46221	317-238-0388
Humbert's Tire & Wire Recycling	1264 North, 775 East	Celestine	IN 47521	812-678-3703
J & B Recycling	3865 East, 775 South	Hillsdale	IN 47854	765-245-2678
JJ's Tire Recycling	3880 Lower Patton Park Rd.	Martinsville	IN 46151	765-349-6056
J.R.'s Used Tires	3519 West 10 th Street	Indianapolis	IN 46222	317-974-1330
K.M.C. Waste Tire Co., Inc.	3018 West C.R. 300 N.	Osgood	IN 47037	812-852-2020
Leffler Tire Recycling	138 East 8 th Street	Peru	IN 46970	765-472-2693
Michael's Tire Recycling	700 West Chippewa	South Bend	IN 46614	574-299-4077
Nationwide OTR Recyclers	8550 Old S.R. 37 North	Martinsville	IN 46151	775-742-7537
Paul's Auto Yard, Inc. & STORAGE	651 West State Road 2	Westville	IN 46391	574-785-2613
Portable Tire Disposal Service	3124 East Lynn Street	Anderson	IN 46016	765-724-0127
Pyramid Excavation & Construction, Inc.	402 North Liberty Drive	Bremen	IN 46506	574-546-5176
R and R Salvage	1255 S. Pelzer Road	Boonville	IN 47601	812-897-0365
Rumpke-Uniontown TRF & STORAGE	3512 S. U.S. Highway 31	Crothersville	IN 47229	812-793-3550
Runyan's, Inc.	15505 S. Crown Hill	Clinton	IN 47842	765-832-2947
Stewart Recycling, Inc.	10701 E. Hamlin Chapel Rd.	Monroe City	IN 47557	812-743-5231
Terry's Tire Recovery	7948 N. C.R. 250 East	Shelbyville	IN 46176	765-763-6148
Tire Recyclers of America, LLC	1428 W. Henry Street	Indianapolis	IN 46221	317-797-3648
Traction Auto Parts, Inc.	2900 Traction Road	Crawfordsville	IN 47933	765-362-3160
Universal Recycling, Inc.	156 E. U.S. Highway 20	Chesterton	IN 46304	219-926-8726
Wabash Valley Recycling, Inc.	5584 North Highway 41	Terre Haute	IN 47805	812-460-4499
White Oak Tire Disposal, Inc.	6377 State Road 237	Cannelton	IN 47520	812-547-8553

To obtain a printed copy of the Indiana Waste Tire Processors & Storage Facilities List, please contact IDEM's Office of Land Quality @ (317) 232-0066.

Visit IDEM's Web site @ <http://www.in.gov/idem/land/sw/permitting/registeredtireprocessors.pdf>.

NOTE: This list does not constitute endorsement by IDEM of any individual registrant. It indicates only that the entity has obtained a registration by meeting the requirements for initial registration or renewal. It is recommended that you contact the facility directly to determine their operational status and capabilities. You may obtain compliance information for these sites by contacting the Agricultural and Solid Waste Compliance Section at (317) 308-3016.